

# Hongkong Daily Press.

ESTABLISHED 1857.

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[a] 133

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[1368]

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## THE CAPTURE OF COUNTERFEIT NOTES.

JAPANESE BEFORE THE MAGISTRATE.

At the Magistracy yesterday, before Mr. Melbourne, eight Japanese, named Buicha Furukawa, Shikukishi, Itosuyana, Kotaro Kadoishi, Keiko Nagao, Kiyoko Nishiyama, Fukugo Sano, Ki Kuyama, and Y. Yamabo, were charged with "feloniously and without lawful authority having in their possession papers upon each of which said papers part of an order for payment of money was made, to wit, the sum of \$5; each of the papers purporting to be part of an order of Chan Kwong Ming, the said person then being a person resident in a country not in His Majesty's Dominions, to wit, in China."

A second charge was preferred against two of the prisoners of conspiring to defraud the Kwang Tung Government of \$1,000,000 by forging and manufacturing notes to that value.

Mr. F. B. L. Bowley (of Messrs. Dennis & Bowley) appeared to prosecute. Mr. Reader Harris (of Messrs. Wilkinson & Grist) defended the first, second, third, and eight defendants, and Mr. J. H. Gardiner represented the others.

Mr. Reader Harris asked for whom Mr. Bowley prosecuted.

Mr. Bowley said that he was representing Mr. Bodeley, whose name appeared on the record as prosecutor.

His Worship (to Mr. Gardiner)—Do you plead guilty or not guilty?

Mr. Gardiner—Not guilty, your Worship. There is a plea of guilty against No. 5, which I wish to withdraw.

Mr. Bowley—It appears on the record, and it cannot be taken from that.

His Worship—Well, I will make a note of that.

On being charged, all the defendants pleaded not guilty.

Mr. Gardiner—Perhaps your Worship will allow me just to mention that there is a certain Japanese newspaper in circulation in the Colony which has inserted in its issues in reference to this case most damning things to my clients. I wish to call your Worship's attention to the fact.

His Worship—Well, what can I do? I am afraid that I have no power. Have your clients been prejudiced?

Mr. Gardiner—They most certainly will be.

His Worship—I had a similar case the other day, and not having any power I sent it on to the Registrar-General and explained the facts to him and left the matter to him. I will make a note of it.

Mr. Bowley, in his opening statement, said that in the beginning of this year the Military Government of Kwangtung issued \$5 notes, which were signed by Chan Kwong Ming and the Governor-General of the Kwangtung Province and countersigned by the Treasurer of the Province. On the back of these notes were certain conditions and characters. After minutely describing the notes, Mr. Bowley stated that on Saturday last the Hongkong police seized a box which contained notes of the face value of some \$500,000, and which were imitations of the notes issued by the Military Government of Kwangtung. Some of the defendants arrived in the Colony on the 17th December bringing a trunk containing the notes with them. That was the first consignment of a million dollars' worth of notes. On Saturday, the 22nd December, the N.Y.K. steamer *Awa Maru* arrived in Hongkong from Japan and amongst the passengers from Yokohama were the seventh and eighth defendants. After receiving a message from the shore they went ashore with all their baggage, with the exception of two baskets which they left locked up in their cabin. Mr. Bowley briefly outlined subsequent events as detailed by the first witness, and said his Worship would appreciate that in a case of this magnitude they must have time to get evidence together in proper order. He would ask his Worship to grant indulgence to the prosecution in this respect, as the *Awa Maru* sailed for Japan the next day, and there were seven witnesses from the ship. He had permission to take their evidence at present, and other witnesses would come later on.

The second pursuer on the *Awa Maru* was then called. He stated that he had been on the boat since May of this year. He said there were a number of second class passengers on board—two Japanese, one European, and two Chinese. The seventh and eighth defendants he now identified as being the two Japanese passengers. No. 8 joined the ship at Yokohama, but got off at Kobe, re-shiping at Moji. The other man came on board at Kobe. Both travelled in the same cabin to Hongkong, and shortly after arrival they left. Witness could not say if anyone came on board and spoke to them before they left. They took all their luggage with the exception of two baskets, which they left in their cabin. In the evening, about 8 o'clock, No. 8 came on board and spoke to witness, asking for the

key of the cabin door as he wanted to take the baskets away. He said that they contained cinematograph films five years old, which he had brought to Hongkong "to sell as new ones," and that the man to whom he wished to sell them knew they were old, and so it was not necessary to take them ashore. He also told witness that if he took them back to Japan with him he would have to pay a heavy duty on them. He then said that someone on shore had asked him to do away with them, and asked witness if he might throw them into the sea, to which witness replied that he could do as he liked with them, and told the man to put them into a sampan. One of the ship's boys then carried one of the baskets into a sampan. This basket was slightly smaller than the other and witness told a boy to carry the heavier one to the port gangway. When the basket had been conveyed to the bottom of the gangway No. 8 pushed it into the sea, and witness saw it floating about four feet from the gangway. One of the boys jumped into the sea and pulled it back to the gangway. No. 8 then asked for a knife, and some one brought the required article, but witness then went to his cabin and did not see what he did with it. About 20 minutes afterwards witness went to the port gangway and saw nothing. No. 8 was then in the second class saloon, and asked witness to get the basket from the sampan. The quartermaster went down to the starboard gangway, and brought it back, leaving it outside the second class saloon door. The eighth defendant then asked for something heavy, to which witness replied that they had no weights on board, and the man then asked for sand, a boy eventually bringing a bag of sand weighing about 70 lbs. The bag was like the one produced. Witness went to his cabin, leaving the bag of sand and the basket on deck, and on returning over half-an-hour later found that both were missing. He did not see the man again that night.

Further evidence was given, and the case was adjourned.

## AMERICAN COMEDY IN HONGKONG.

At the Theatre Royal last night before an average house the Ferris Hartman Company presented "The Campus," a musical comedy by Walter de Leon. "The Campus" deals with American college life, and in the hands of so able a company received a clever interpretation. The staging was good, and throughout the whole comedy a fine strain of humour was kept going. The musical part was well sustained, and to the chorus much of the success of the entertainment may be attributed. The work of Mr. Ferris Hartman as Bismarck is of the best, and with Mr. Walter de Leon as Bobby Short (Varsity Yell Leader) and Miss Muggins-Davies as Nellie Perkins, the comedy receives full justice. The other parts were skilfully carried out.

## THE ALLAN WILKIE COMPANY.

The piece billed for the opening performance of the Allan Wilkie Company on Monday, January 6th, is Sydney Grindlay's four act play, "A Bunch of Violets," as played at the Haymarket Theatre, London, and the rarity with which playgoers in the East are afforded the opportunity of witnessing old high comedy should ensure a crowded house. The theme of the comedy is too well-known to need relating, but, familiar as it is, its supreme quality is its unfading freshness and sparkle, and the vagaries of Sir Philip Marchant and his youthful wife are followed with as keen an interest and appreciation by modern audiences as by those of Sheridan's own generation when the satire on the manners of contemporary society must have borne a sharper edge. Too often the humour of one generation fails to evoke any response from the members of another, as witness the comedy of the Elizabethan and Jacobean age, which, with the single exception of Shakespeare, would certainly not admit of representation to-day, but the polish and incisiveness of Sydney Grindlay's with the lightness of touch with which he satirises the vices and foibles of his age, makes as strong an intellectual appeal as ever. Mr. Allan Wilkie, of course, fills the rôle of Sir Philip Marchant, and Miss Frediswyde Hunter-Watts of Mrs. Murgatroyd, and the success which attended their renderings in India, Burma, Ceylon and the Far East, and the all-round efficiency which is the distinguishing feature of the Company, guarantee a performance of the highest excellence.

Two Chinese were charged at the Magistracy yesterday with unlawfully exporting 48 tael of opium without a permit on the *Empress of India*, bound for the United States. The case was remanded.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 27th.

## ROCKS IN THE RIVER.

There are in the front reach of the river near Dutch Folly several rocks which more or less spoil the waterway and cause congestion, and some time ago we reported that they were to be blown up with dynamite and the river at this point thus made much wider for traffic. Nothing, however, has so far been done and again the news comes that they are to be destroyed immediately and this is confirmed by the fact that soundings have been taken during the last few days. Some years ago a well-known merchant came forward with a scheme to build a bridge from Honam to the City using these rocks as foundations for the various pillars, and he raised quite a lot of money among the merchants here for that purpose. Great opposition, however, was met with from the sampan people and ferry boat owners, and Lau, the merchant who got up the scheme, dying shortly after, the whole matter was abandoned. In many ways it is a pity there is no bridge across the river, and such a lot of opposition was brought to bear on the idea last time that it is not likely to be repeated. The river population, who number anything from 150,000 upwards, are all in favour of this scheme for removing these rocks on which at present stand small lighthouses, and it is practically certain that the work will be in hand in a few days and the last possibility of a bridge being built at this point removed.

## DEPUTIES FROM PEKING.

The board of finance at Peking has sent two deputies to make a tour of inspection in Kwangtung and report on the financial state of the province and the financial position of the Government. They are both natives of Kwong Chow district and are well acquainted with the state of affairs obtaining here, so the provincial Government is very glad to have their help and co-operation at this time. They are living in one of the yamens in the City.

## SMUGGLING AMMUNITION.

Recently there have been many attempts to smuggle ammunition into the City and the authorities are keeping a very sharp look-out all over on this account. The other day a man was discovered on the railway at Shek Lan in possession of arms and ammunition and on being searched he fired at the guard of the train, the bullet fortunately going through his cap. Also it is reported that pirates and robbers on the East River have managed lately to get consignments of arms and ammunition smuggled there and that many of those who formerly made money out of this business are busy at work again.

## CANTON SCHOOL SPORTS.

The annual school sports were held on the Eastern Parade ground on the 23rd and 24th and were a great success. The meeting was favoured with splendid weather and there was a large attendance of spectators. This year for the first time there were a number of competitions for girls and the girls' school was well represented.

## FIGHTING IN FUN YU DISTRICT.

News comes that yesterday fighting broke out again between two clans in the Fun Yu District. This fighting between these two families originated more than ten years ago and breaks out periodically. Time and again attempts have been made to put a stop to this nuisance, but unsuccessfully. The country around lends itself to this sort of guerrilla warfare and as a consequence the farmers have suffered a great deal of hardship on account of the unsettled state of the place. Soldiers are, it is said, being sent to pacify the villagers, but by then the fighting will more than likely be finished only to break out again in a few weeks.

## IMPEACHMENT OF OFFICIALS.

Two officials from Sheung Shan have been brought prisoners to Canton to be tried for maladministration of justice in their district. Many complaints have been received from the merchants and villagers there that things were worse than under the Manchus and an inquiry was made with the result that two officials have been thus arrested. Also a clerk in the employ of the Government there on hearing of the possibility of an inquiry has absconded.

## OPIUM.

Posters and notices are to be found all over reminding people that after January 1st no person will be allowed to buy or sell opium in this province and that all licences for such purposes and for smoking the drug are to be then withdrawn. The Police Commissioner issues an elaborate list of regulations to be observed and states that all offenders will be severely punished. Opium sellers are offering their goods for sale at cheaper prices this week in order to have nothing left on their hands and it is evident that the Government means what it says in this matter.

## THE NEW YEAR.

The Educational Commissioner has arranged to have a theatrical performance in his yamen on New Year's day in order to keep before the people the fact that the calendar has been changed and that they must observe the new method. As a matter of fact most of the Chinese are observing the new calendar, but they are also holding the old Chinese New Year only under a different name. Schools and colleges are all closing up for vacation at this time, but are also holding the usual holidays in February, February 5th being old China New Year's day.

## SHAMEN.

In the river at present are H.M.S. *Clia*, H.M.S. *Robin*, S.M.S. *Taingtou*, the two French gunboats *Argus* and *Vigilante* and a Japanese destroyer. On Boxing Day sports were held on the recreation ground and were a great success. The field was splendidly laid out by the men of the *Clia* and the fine weather brought out a large attendance while the fare served up was excellent. In the evening a variety entertainment was given in the Club Theatre by the crew of the *Clia* and was much appreciated, an original sketch called "John the Mad Actor" being quite good and most amusing.

## THE COURT CARDS.

"The Court Cards and their Joker" gave a performance in the Theatre last night before a none too large attendance. The weather was most inclement, which was most unfortunate, and the performance was one of the best that has ever come to Canton and certainly the best since the Follies.

Mr. Edgar Warwick, the Joker, was splendid and really funny in all his different rôles and very lifelike in his impersonation of the bargee. Miss Maude Fane, the Queen of Hearts, is a charming artiste with a tuneful voice and a very attractive manner. Her singing of "With a naughty little twinkle in her eye" brought down the house, and the audience would have listened to that song all night if they had been allowed. As a quartette the male members of the troupe gave a splendid rendering of "Tom Bowling," and Miss Marsden Owen, the other lady in the troupe, sang splendidly. Mr. Gordon Nicholls lends variety to the entertainment by an exhibition of paper tearing and conjuring, while his ventriloquist turn was quite good. Also we must not forget to mention "Obadiah" by Sydney Mannering and Edgar Warwick; and also the programme, the advertisements in which are most amusing. A full house is assured to-night as the weather has mended, and the troupe is sure to prove popular on its visit to Hongkong.

## WOMEN ON THE LINKS.

There is probably no other game that has suddenly become so popular as golf. Nearly every sporting man has played it some time or other. With many it has become an absolute obsession, and no other game is now played by many men who were a few years ago good all-round sportsmen. Of late years it has been taken up by women in a way that some regard as alarming. The incursion of women on to the golf links was at first regarded by men, then the absolute possessors of every course, as little short of a nuisance. There are still men who regard their presence as absolutely undesirable, but the majority of men have learnt to like their presence, and many a lady golfer owes her success to a man's coaching.

## THE EXPENSES OF GOLF.

It has been urged that the game is an expensive one, but it probably does cost more to play golf than to play lacrosse or hockey, but it is certainly cheaper than afternoon bridge. That it is a really expensive game, however, is quite untrue. Of course, it can be made expensive, but then anything can be made expensive. Let us consider for a moment just what the game ought to cost. There is first the question of subscription to a club. In the neighbourhood of London subscriptions and entrance fees are large. Subscriptions may well run to five pounds a year, but there are within easy reach of London many clubs with a subscription as low as three guineas. The question of the buying of clubs, an original outfit, does not arise when considering one's annual expenses. New balls are expensive, or, rather, once again, they can be. Heaps of golfers buy second-hand balls from the local professional at sixpence each, and very excellent ones they are. Many of them are sufficiently good for serious match play, while they are all good enough for ordinary practice. Including a few new balls for special occasions, twenty-five shillings is plenty to pay for balls during the year. There are certain also to be occasional repairs or a broken club, but in an ordinary year half a guinea will cover all this. There is no bigger mistake to be made than the continual buying of new clubs of different shapes.

The expense of a caddie need arise very seldom in the case of a girl, who should be quite able to carry her own few clubs. With advancing years a caddie is necessary, and with a regular player this may easily cost ten or twelve pounds a year. But for the beginner, if she is young, the game is by no means expensive, and at the outside should not cost more than six pounds a year.

Few games carry with them greater benefits. Probably in no other way are the sexes brought together under better conditions. A chaperon is entirely unnecessary, for there are always other people on the course. In no other game can the sexes play together with so little harm to the play of either. A mixed foursome is almost an ideal mixed game. Further, golf is a really healthy game. It is all in the open air. There is none of the violent exercise about golf that there is about hockey and lacrosse. Nothing could be better for the figure than the golf swing. It is almost an ideal way of taking exercise. No one is too young, very few too old to play golf. Further, whereas hockey and lacrosse and many other games require a number of people to make the game possible, golf requires only two or even one, for plenty of enjoyment can be got out of the game even when playing by oneself.

Apparently, then, golf is all advantages. There are, however, certain disadvantages. It can only too easily be made an expensive luxury, and it can, unless care is taken, become an obsession. But then both these disadvantages occur in everything in life, so we will leave them since there are but personal troubles which everyone can get over if only they try.

One of the first questions a would-be lady golfer invariably asks is, "What shall I wear?" The answer is an easy one. In winter wear a short skirt that will brush and that is warm. Golf links are generally unsheltered, and the golf player is no regard of weather. Wear thick boots or shoes, with real solid soles studded with nails. Be very careful that your arms are very loose, so that you can swing easily. Never wear anything tight at all. A woollen or silk jersey is an excellent thing. Many wear a loose blouse, and in the cold weather a long, coloured wool or silk knitted jacket. But whatever you do, don't ever wear a large hat. It will only get in the way of your swing. Any small hat will do, the simpler the better.

## A FAMOUS MATCH.

Probably more interest was attracted to ladies' golf when Mr. H. H. Hilton, many times amateur champion of England and once of America, played a single match with Miss Cecil Leitch, one of the best of modern lady players, and as a result of this match certainly the best known lady golfer of the day. Mr. Hilton gave Miss Leitch a handicap of one stroke every second hole (known in the language of golf as a half). The match aroused very considerable interest, not only among men, but among women as well.

Both were well-known players. Mr. Hilton most certainly started favourite, and at the end of the first half was in front. It was naturally supposed that his victory was assured, for it was considered that for physical reasons he would be able to last longer better. Such, however, was not the case, for Miss Leitch, slowly but surely, reduced the lead, and finally won. This match will always remain as an historic game. Both players at the time were among the best of their respective sexes. It shows more than any number of arguments could ever do how equal a game of golf can be for both sexes if played under the proper handicap conditions. R. C. Lyle in *The Daily News and Leader*.

## WOMEN LIKE T-SQUARES.

Women will look like T-squares next spring, says a New York writer on ladies' fashions. Fashion designers have decreed in Chicago that the dress of 1913 is to be hipless and curveless, with straight front and straight back, cut very narrow. Hats are to be oblong, worn awkwardly, and not fore and aft. The result will be angular to a degree. Such simplicity of line calls for some special kind of decorative effect to enliven it, and hat tailor-made costumes will therefore be provided with waistcoats, mostly in Oriental colours.

## INTIMATIONS

## ECZEMA SO BAD HAD TO TIE HIS HANDS

To Prevent Child from Scratching. Running Sores All Over Head and Face. Cuticura Soap and Ointment Quickly Removed Soreness and Proved a Perfect Cure.

"My child suffered with yellow running sores all over his head and face. I attended two hospitals with him. The doctors told me that it was eczema and they gave me some ointment for it. I used the same day after day which did no good. It was a sort of disease, always keeping my little one very restless both day and night, which forced me to tie his hands down to prevent him from scratching the sores. They used to run very much and form a very filthy looking scab. My child's suffering also prevented me from getting on with my work at home."

"One day I was advised by a neighbour to try Cuticura Soap and Ointment. I sent for a sample of Cuticura Ointment and put it on my child's head and face. Being very pleased about its wonderful work, I bought two tablets of Cuticura Soap. I washed my child with Cuticura Soap and hot water, then applied the Cuticura Ointment. They quickly removed that soreness and left my child a very clear, bright and healthy-looking skin. Cuticura Soap and Ointment put an end to my misery."

"I had tried all kinds which all failed to cure my child until I tried Cuticura Soap and Cuticura Ointment and they proved a perfect cure." (Signed) H. Quin, 52, Diana St., Newcastle-on-Tyne, Eng., July 12, 1911. Samples with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; J. S. W. Lemon, 110, Cape Town; Muller, Maclean & Co., Calcutta; and Bombay: Potter, Drug & Chem. Co., sole props., Boston, U. S. A.

89-9

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

## CHRONOMETER-MAKERS,

## WATCHMAKERS.

## JEWELLERS AND OPTICIANS

## FINE DIAMOND

## JEWELLERY

## A SPECIALITY.

## ENGLISH, AMERICAN AND SWISS

## GOLD AND SILVER WATCHES.

## GOLD AND SILVER BRACELETS

## WATCHES.

## ENGLISH MOUNTED CHINESE JADE

## JEWELLERY.

## MAPPIN &amp; WEBB'S

## SILVERWARE,

## CUTLERY and

## PRINCES' PLATE.

## OUR

## STUDY

## OF

## THE EYE.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only; special business matter THE MANAGER.

## NEW ADVERTISEMENTS

## NOTICE.

THE USUAL CHILDREN'S SPORTS will be held at the Kowloon Cricket Club on New Year's Day, starting at 10 o'clock.

THE SECRETARY,  
Kowloon Cricket Club.  
Hongkong, 31st December, 1912. [1468]

## THEATRE ROYAL.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR, SIR HENRY MAY, K.C.M.G.

## A MUSICAL TREAT!

TO-NIGHT! TO-NIGHT!  
TUESDAY, DEC. 31ST,  
and Three following Nights,  
Mr. EDGAR WARWICK  
Presents

THE COURT CARDS,  
and their Joker.

EACH ITEM A HIT,  
EACH ARTISTE A STAR,  
A GALAXY OF TALENT.

THE WHOLE—  
A GRAND SLAM.

COMPLETE CHANGE OF PROGRAMME NIGHTLY.  
Commence 9.15 P.M.

Plans at MOUTRIE & Co.  
N.B.—Owing to MOUTRIE & Co. being  
Closed on New Year's Day, the Plans will be  
Open all New Year's Day at the Theatre.

PHIL CARLTON,  
Manager.

Hongkong, 31st December, 1912. [1467]

SOCIETA NAZIONALE DI SERVIZI  
MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE  
AND PENANG.

(Taking Cargo at through rates to PORT SAID,  
MESSINA, NAPLES, GENOA and LEBRON,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, BARRCELONA,  
VALENCIA, ALICANTE, ALMERIA, and  
MALAGA, LANTANIA and SOUTH  
AMERICAN PORTS up to CALTAO.)

## THE Steamship

"CAPRI"  
Captain Amago, will be despatched as above  
on TUESDAY, the 7th Jan., at Noon.

For further particulars regarding freight and  
Passage, apply to  
CARLOWITZ & Co.  
Agents.

Hongkong, 31st December, 1912. [1468]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"SUNDA"

Arrived Hongkong on 30th December, 1912.  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named  
steamer are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignment will be sorted out Mark by Mark  
and delivery can be obtained as the Goods are  
landed.

Optional Goods will be landed here unless  
instructions are given to the contrary within  
4 hours.

Goods not cleared within 8 days including  
date of arrival will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's surveyors, Messrs. GODDARD  
and DOUGLAS, at 10 A.M. on MONDAYS and  
THURSDAYS. All Claims must be presented  
within ten days of the steamer's arrival here,  
after which date they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 30th December, 1912. [1]

## WANTED.

ONE LARGE or TWO SMALL  
FURNISHED ROOMS on the PEAK  
or Higher Levels.

Apply—  
"SCENIC"  
Care of "Daily Press" Office.  
Hongkong, 11th December, 1912.

## WANTED.

CLERK Wanted, part time, afternoons  
available for full engagement.  
MANAGER (also Wanted for Retail Business;  
must be able and with Business experience,  
State age, nationality and duties accustomed to;  
fidelity bond required.  
Full particulars to—  
J. A. X.  
Care of "Daily Press" Office.  
Hongkong, 25th November, 1912. [1342]

## WANTED.

BY German Firm, perfect BOOKKEEPER  
(German), with experience in the East  
and all references. Good Salary.  
Apply—  
"BOOKKEEPER"  
Care of "Daily Press" Office.  
Hongkong, 14th December, 1912. [1414]

## ENTERTAINMENTS

THEATRE ROYAL.  
CITY HALL.

SATURDAY, 4TH JANUARY, 1913,  
at 9.15 P.M.

UNDER the Distinguished Patronage of  
H.E. THE GOVERNOR, SIR HENRY  
MAY, K.C.M.G., and LADY MAY.

## CONCERT

by the Famous Russian Baritone  
EUGENE OSSIPOFF,  
from the Grand Opera at Moscow.

Kindly Assisted by  
Mrs. F. J. HUNTER,  
Mrs. W. GASK,  
Mr. S. H. DODWELL,  
Major F. H. HUNTER,  
Mr. GEORGE LAMBERT,  
Mr. EMIL DANENBERG.

ADMISSION.....\$3.00

Booking at ROBINSON'S.  
Hongkong, 30th December, 1912. [1466]

## THEATRE ROYAL.

RETURN VISIT OF THE EMINENT  
ACTOR

ALLAN  
WILKIE

AND FULL LONDON CO.

INCLUDING  
THE TALENTED ACTRESS,  
MISS FREDISWYDE  
HUNTER-WATTS.

MONDAY, 6TH JAN.—  
A BUNCH OF VIOLETS.

TUESDAY, 7TH JAN.—  
DAVID GARRICK.

WEDNESDAY, 8TH JAN.—  
CANDIDA.

THURSDAY, 9TH JAN.—  
THE LIARS.

FRIDAY, 10TH JAN.—  
Mrs. WARREN'S PROFESSION.

SATURDAY, 11TH JAN.—  
MATINEE at 3 P.M.—  
TWELFTH NIGHT.

EVENING—  
SCHOOL FOR SCANDAL.

MONDAY, 13TH JAN.—  
SALOME.

TUESDAY, 14TH JAN.—  
TAMING OF THE SHREW.

WEDNESDAY, 15TH JAN.—  
SECOND MRS. TANQUERAY.

THURSDAY, 16TH JAN.—  
THE CARDINAL.

FRIDAY, 17TH JAN.—  
LADY WINDERMERE'S FAN.

Curtain at 9.15 P.M.

Prices: \$3.50, \$2 and \$1.

Booking at MOUTRIE'S.  
Hongkong, 30th December, 1912. [1451]

## BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

PATHE GAZETTE  
ALL LATEST NEWS IN  
PICTURES.

GUPID ON THE HIGH SEA.  
GETTING RID OF HIS MOTHER-IN-  
LAW.

THE TELEGRAPH OPERATOR.  
WHOSE HAT'S THIS?

Miss DOLLY SWIFT  
(Chic Comedienne).

Miss ADA ROWLEY  
(Vocalist).

Miss GLADYS SPENCER  
(Soubrette and Dancer).

7.15 P.M.—PICTURES ONLY—7.15 P.M.  
Hongkong, 30th December, 1912. [1167]

YOU ARE INVITED to come and  
inspect our Fine Assortment of  
DOLLS, TOYS,  
and  
NEW YEAR GOODS.

Prices from 10 Cents upwards.

GRACE & CO.  
PRINCE ST. (Hongkong Hotel Building)  
OVER 1,000 DOLLS IN STOCK. [115]

## INTIMATIONS

LANE,  
CRAWFORD  
& Co.

(ESTABLISHED 1850).

HIGH-CLASS GENT'S  
TAILORING

NEW MATERIALS  
FOR THE SEASON.

SCOTCH TWEEDS  
SERGES, HOMESPUNS.

MODERATE PRICES.  
BEST WORKMANSHIP

LATEST STYLES

A CORRECT FIT.

READY TO WEAR  
BURBERRY RAINCOATS.  
JAEGER WAISTCOATS.  
WALK-OVER BOOTS and SHOES.  
LANE, CRAWFORD & CO.

## INTIMATIONS

## NEW YEAR HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912  
the EXCHANGE BANKS will be  
CLOSED for the Transaction of PUBLIC  
BUSINESS TO-MORROW (WEDNES-  
DAY), the 1st January, 1913.  
Hongkong, 21st December, 1912. [1441]

FIRE INSURANCE ASSOCIATION OF  
HONGKONG.

## NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that  
all FIRE INSURANCE OFFICES  
will be CLOSED for the Transaction of  
PUBLIC BUSINESS TO-MORROW  
(WEDNESDAY), the 1st January.  
By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, 30th December, 1912. [1463]

MARINE INSURANCE ASSOCIATION  
OF HONGKONG.

## NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all  
MARINE INSURANCE OFFICES  
will be CLOSED for the Transaction of  
PUBLIC BUSINESS TO-MORROW  
(WEDNESDAY), the 1st January.  
By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, 30th December, 1912. [1464]

## G. R.

## PUBLIC WORKS DEPARTMENT.

THE following particulars of letting by  
TENDER of CERTAIN GRANITE  
QUARRIES in the Island of HONGKONG and  
NEW TERRITORIES are published.  
SEALED TENDERS, which should be  
clearly marked "TENDER FOR QUAR-  
RIES," will be received at the Colonial  
Secretary's Office until Noon of MONDAY,  
the 6th January, 1913.  
Tenders must be in form which will be  
supplied by the Director of Public Works upon  
deposit of a sum of \$10.  
The Government does not bind itself to  
accept the highest or any Tender.

Particulars and conditions of the letting by  
tender by order of His Excellency THE  
GOVERNOR of the following Lots of CROWN  
LAND in HONGKONG, KOWLOON and NEW  
TERRITORIES, for the purpose of Quarrying  
Granite for a period extending from the 15th  
January to 31st December, 1913.

## PARTICULARS OF THE LOTS.

Quarry Lot No.	Locality.	Contents in Acres.
1, 2, 3, and 4.	Nga Shai Wan.	12.39
5.	Tsai Tsz Mei.	27.53
6.	Hok Un.	8.44
7.	Ma Yi.	1.94
8.	Jordan Road.	6.50
9.	Yau Ma Tei.	2.08
10.	Fuk Tau Hong.	4.29
11.	Nga Tau Kok.	2.00
12.		
13.		
14.		
15.		

SOCIETE DES PULPES ET PAPER-  
TERIES DU TONKIN.

## NOTICE OF MEETING.

SHAREHOLDERS of the above Societe  
are hereby summoned to an EXTRA-  
ORDINARY GENERAL MEETING to be  
held at the Offices of the Company, No. 21, rue  
Jules Ferry, Haiphong, on SATURDAY, the  
10th January, 1913.  
By Order of the Board.  
T. F. HOUGH,  
Director.  
Hongkong, 24th December, 1912. [1456]

## BANKS

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... ..\$1,200,000  
RESERVE FUND... ..\$1,650,000  
RESERVE LIABILITY OF  
PROPRIETORS... ..\$1,200,000

## FOREIGN EXCHANGE and General

Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSITS received for 1 year or  
shorter periods at rates which will be quoted  
on application.

WM. DICKSON,  
Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE  
HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (\$1,250,000)  
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Reserve Fund Fl. 5,022,161.27 (\$418,513)

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6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,  
No. 8, Des Voeux Road Central.

Hongkong, 7th August, 1912. [22]

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

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RESERVE FUND.....Yen 17,850,000

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Deposits received for fixed periods at rates to  
be obtained on application.

TAKAO TAKAMICHI,  
Manager.

Hongkong, 13th November, 1912. [443]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ... ..\$15,000,000

RESERVE FUNDS:—

STRESSING ... ..\$15,000,000

SILVER ... ..\$17,000,000

\$32,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABE,  
Chief Manager.

Hongkong, 28th November, 1912. [19]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL ... ..\$1,500,000

SUBSCRIBED ... ..1,125,000

PAID UP ... ..562,000

RESERVE FUND ... ..365,000

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Correspondents all over the world.

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2 per cent. per annum on Daily Balance and on  
Fixed Deposits at rates which may be  
ascertained on application.

F. C. MACDONALD,  
Manager.

Hongkong, 7th September, 1912. [909]

## TO LET.

LARGE SUBSTANTIALLY - BUILDING  
GODOWN, situated on Water Front  
East Point.

For further particulars apply Property Office  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 15th August, 1912. [195]

## TO LET.

## SHOP in ALEXANDRA BUILDINGS.

Apply—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 27th November, 1912. [1354]

## TO LET.

## OFFICES TO LET.

FIRST-CLASS Central Accommodation  
Light and Airy, on FIRST and  
SECOND FLOORS, in New Building being  
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LAIDLAW & Co., Ltd. Entrance from  
Des Voeux Road, Electric Lift to all Floors,  
Electric Light throughout. The plan can be  
seen and all particulars obtained at the Office,  
Messrs. PALMER & TURNER,  
Alexandra Buildings, 3rd Floor.  
Hongkong, 21st December, 1912. [1442]

## TO LET.

## No. 21, SHELLEY STREET.

3, DES VOEUX VILLAS, No. 52, PEAK,  
5 ROOMS.

No. 119D, THE PEAK, Furnished, from  
Middle of April until end of October, 1913.  
FOUR BEDROOMS, Tennis Court and  
Garden.

No. 6, DES VOEUX VILLAS, 58, THE  
PEAK, from 1st March, 1913. Premises will be  
thoroughly repaired, painted and colourwashed.  
68, MOUNT KELLET, Fully Furnished,  
immediate possession to 31st Mar. 1913.

From 1st February, 1913, MERION, No. 10,  
PEAK, Furnished or Unfurnished, 6 ROOMS  
To Let or For Sale. "GLENSHIEL," No.  
124, Barker Road, Peak, 5 ROOMS, from 1st  
March, 1913.

For Sale. "HARTING and ROGATE"  
on part of Kowloon Island Lot No. 1154.  
Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 31st December, 1912. [122]

## TO LET.

## No



## WEAK NERVES.

AND HOW TO STRENGTHEN THEM.

The strenuous life, which is now as general in China as everywhere else, is chiefly responsible for the weak nerves from which so many people suffer. They are caused by too rapidly using up the body's store of phosphorus. On this phosphorus depend the nervous vitality and the healthy condition of the blood, as that distinguished physician, Sir William Gowers, has proved.

Weak nerves are responsible for a host of disagreeable symptoms, of which sleeplessness, depression, irritability, and loss of memory, are not the worst.

Happily, weak nerves can be strengthened by restoring the necessary phosphorus. Special food is, however, essential for this purpose. Discussing this question, that distinguished medical author, Dr. C. W. Saleeby, writes: "Sanatogen is a specially adapted food that has solved the problem of giving phosphorus in such a way that the nervous system can take hold of it."

For this reason, it is extensively used by all who make such drafts on their nervous system that they are likely to weaken their nerves.

Mr. Henry Arthur Jones, one of the most famous British dramatists, writes: "Sanatogen seems to me a very valuable food and nerve tonic. I have several times taken a course of it when I have been run down, and always with excellent results."

The Chancellor of Llandaff Cathedral writes: "I have found Sanatogen indispensable. Twice has it rescued me from nervous exhaustion, the second time in a most remarkable way when I had reached seventy-seven years of age." No more striking testimony to its value could be desired than its effect on so old a man.

Sanatogen can be bought from all Chemists.

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to receive prepaid our celebrated Treatise, "The cause and cure of Rheumatism," illustrated in colours. Name ..... Address ..... 3378

Only one book to one address. If you have Rheumatism, cut out the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The cause and cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot Drifts, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 30 and 40 years' suffering after doctors and medicines had failed. Send us the coupon to-day and we will send you our Booklet and reading and thoroughly under-

standing our treatment you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so cut the above coupon and send it to the Magic Foot Drift Co., China Agency, P. O. Box 384, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post. [1541]

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Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

## Beecham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food: will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

## Cure And Convince.

Sold in boxes, price 9s, 1/11 &amp; 2/6.

## GRIMAULT'S SYRUP

OF HYPOPHOSPHITE OF LIME

FOR STUBBORN COUGHS

BRONCHITIS WEAK LUNGS CATARRH

CONSUMPTION

## LOCAL AND DISTRICT EVENTS 1912.

## JANUARY.

- 1.—Sun Yat Sen took the oath at Nanking as the first President of the Provisional Government of the Republic of China.
- 2.—Children's Sports at Kowloon.—Police Club Sports.—Murder at Kowloon city.
- 3.—Hongkong steamer *Kiung Yuen* destroyed by fire.—Kingsclere Fancy Dress Ball.
- 4.—First Republican Cabinet formed in China.—Hongkong Club Boys' revolt against a new uniform.
- 5.—K.O.Y.L.I.'s Sports.
- 6.—Bluejacket killed on the Peak Tram line.
- 7.—Republican Government of China issue a lengthy manifesto to friendly nations.
- 8.—Chinese Imperial T. evacuate Hankow.
- 9.—Manchu Imperial clan decide on abdication of the Throne.
- 10.—Hongkong Christian Science Church Opened.—Fighting between Imperialists and Revolutionists at Deep Bay.
- 11.—Hongkong Court of Justice Opened by Sir F. J. D. Lugard (Governor of the Colony).
- 12.—Attempted Assassination of Yuan Shih Kai in Peking.
- 13.—Launching of the *Maria Luisa* at Kowloon.
- 14.—Opening of Congress of the Far Eastern Association of Tropical Medicine at Hongkong.

## FEBRUARY.

- 1.—The Shakespearean actor, Mr. Matheson Lang, and Company open a season in Hongkong.
- 2.—Big Fire in the Tai Ping Shan District.
- 3.—Edict issued by the Chinese Throne announcing abdication and acceptance of the Republican form of government.
- 4.—Dr. Sun Yat Sen resigned the presidency of the Republic in favour of Yuan Shih Kai.
- 5.—Hongkong Race Meeting Opens.
- 6.—Sensational Affair at Wing Lok Street.
- 7.—Hongkong European Policeman shoots four Chinese in self-defence.
- 8.—Annual Meeting of the Y.M.C.A.
- 9.—British steamer *Tai On* attacked by West River pirates.—Mutiny at Peking.

## MARCH.

- 1.—Hongkong Horticultural Society Annual Exhibition.
- 2.—German Merchant Commits Suicide in Hongkong.—Chinese Recreation Club opened by Sir F. J. D. Lugard.
- 3.—A Sub-Lieutenant found dead on H.M.S. *Merlin*.
- 4.—Death of Mr. W. Keswick, M.P.—Sir Frederick Lugard lays Foundation Stone Y.M.C.A. University Hostel.
- 5.—Inauguration of Yuan Shih Kai at Peking as President of the Chinese Republic.
- 6.—Knighthood for Hon. Dr. Ho Kai announced.—Serious Disturbances at Canton; disbanded pirate soldiers seize the Admiralty.—Hongkong University opened by Sir F. J. D. Lugard.
- 7.—Sir Frederick Lugard departs for England.—Hon. Mr. Claud Serrin appointed to Administer the Government in Hongkong.
- 8.—Hongkong Amateur Dramatic Club Produce "The Gondoliers."
- 9.—French steamer *Paul Bonin* attacked by pirates in the Canton River.
- 10.—Opening of the Bank of Canton, Ltd., at Hongkong.
- 11.—Rajputs Sports at Kowloon.
- 12.—Mutiny of Soldiers at Soochow.

## APRIL.

- 1.—Arrival in Hongkong of Prince Waldemar von Preussen.
- 2.—K.O.Y.L.I. Gymkhana.
- 3.—Lusitano Recreation Club Sports.
- 4.—Arrival in Hongkong of General Sir H. S. Baden-Powell.
- 5.—Appointment announced of the Hon. Mr. Rees Davies, K.C., as Chief Justice of Hongkong.
- 6.—Dr. Sun Yat Sen arrived in Hongkong.
- 7.—Celebration in Hongkong of the Rev. Father Andrew Leung's jubilee of his priesthood.

## MAY.

- 1.—Hon. Mr. Rees Davies, K.C., welcomed as the new Chief Justice of the Colony.—Farewell Concert to Mrs. A. G. Gordon.
- 2.—Farewell Presentation to the Rev. F. T. Johnson, on resigning the chaplaincy of St. John's Cathedral.
- 3.—Hon. Mr. J. A. S. Bucknill, K.C., appointed Attorney-General.—Death of Mr. B. O. Howard, agent of the Pacific Mail Company at Yokohama.
- 4.—"The Great Raymond" sued in the Summary Court by an Army Officer to recover a wager.
- 5.—Piracy near Gap Rock.
- 6.—Big Seizure of Arms from French Mail steamer.—Strike of Washermen in Hongkong.—Farewell Presentation to Mrs. A. G. Gordon.—Dr. Sun Yat Sen in Hongkong.—Death of Mr. A. J. Basto of Macao.
- 7.—Hongkong Gymkhana Club. Second Meeting.

## JUNE.

- 1.—King's Birthday Celebrations.—Official Dinner at Government House.
- 2.—British str. *Kennas* Aground in the Harbour.
- 3.—Motor Car Regulations test case at the Magistracy.
- 4.—Arrival of Sir Charles Eliot, Principal of the University.
- 5.—Presentation of an address from the Law Society to Sir F. Piggott (late Chief Justice) on leaving the Colony.
- 6.—The steam launch *Yew Sang* held up by pirates off Lantau, and passengers held to ransom.
- 7.—Retirement of Dr. J. M. Atkinson, P.C.M.O. in Hongkong, announced.
- 8.—Piracy in Portuguese waters, near Coloman, four adults being wounded.

## JULY.

- 1.—Arrival of Sir Henry and Lady May.—Attempted Assassination of His Excellency.
- 2.—Chinese Deputation at Government House to express horror and consternation at the dastardly attempt on His Excellency's life, and assuring him of their loyalty to the British Crown.—Gymkhana Club's third meeting.
- 3.—Successful Concert by the Philharmonic Society.
- 4.—Official Landing of Commodore Anstruther.—Resignation of Huang Hsi Ling, Chinese Minister of Finance.

Wm. Powell,

Ltd.

LADIES' OUTFITTERS.

DRAPERS.

COMPLETE HOUSE FURNISHERS CUTLERY.

ELECTRO-PLATE WARE, ETC.

INSPECTION CORDIALLY INVITED.

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GENT'S OUTFITTERS.

MILLINERS.

As a precaution against the constant risk of infection, remember that washing with

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is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT &amp; CO., Manchester, England.

- 13.—Grave illness of the Emperor of Japan announced.
- 14.—Opening of the University Hostel of the Church Missionary Society.
- 15.—Two Frenchmen and 30 Chinese arrested in Shanghai for counterfeit coinage.
- 16.—Death of Dr. Griffith John, a famous China Missionary.
- 17.—Aquatic Fete at the Hongkong V.R.C.
- 18.—A Chinese Doctor killed on the railway near Taipei.
- 19.—Death of the Emperor Mutsuhito of Japan. New Emperor proclaimed in the sanctuary of the Palace at Tokyo.

## AUGUST.

- 1.—Dr. George Morrison appointed Political Adviser to the President of the Chinese Republic.—Fighting between Chinese and Tibetans at Lhasa.
- 2.—Retirement of the Hon. Mr. A. W. Brewin, C.M.G., Registrar-General in Hongkong, announced.—Bag packers in the Sugar Refinery at Quarry Bay go on strike.—Fatal explosion in the Administrator's Office at Macao.
- 3.—Execution of Generals Chang Chen Wu and Fang Wei at Peking.
- 4.—Dr. Sun Yat-sen leaves Shanghai for Peking.—Sudden death of Mr. C. Keonig, exchange broker, of Hongkong.—Piratical attack at Cheung Chau. Three Indian constables killed.
- 5.—The new Attorney-General in Hongkong (Mr. Bucknill) formally welcomed by the Chief Justice.
- 6.—Peace announced between China and Tibet.
- 7.—Dr. Morrison, in a letter to the *Times*, protested against the "hysterical forecasts of disruption of China."
- 8.—Dr. Sun Yat-sen and President Yuan Shih-kai confer at Peking.
- 9.—Dr. Morrison married in London.
- 10.—Dowager-Empress Entertains Dr. Sun Yat-sen at the Palace, Peking.
- 11.—Chinese soldiers leave Lhasa for Gyantse.
- 12.—Armed men attack the Customs Station at Lo Fong (near Hongkong).
- 13.—Hongkong V.R.C. Aquatic Fete.

## SEPTEMBER.

- 1.—Induction of the Rev. C. N. Pope as Vicar of St. Andrew's Church, Kowloon.
- 2.—Prince Henry of Prussia arrives at Tsingtau en route to Tokyo to attend the funeral of the Emperor Mutsuhito.
- 3.—Murderous attack on a Hongkong Resident at Macao.—Opening of Y.W.C.A. new rooms by Lady May.
- 4.—A Chinese mutilated by a bomb explosion at Yau-nati.—Prince Arthur of Connaught arrives at Tokyo to attend the funeral of the late Emperor.—Chinese loan agreement signed in London with Mr. Birch Cripps.
- 5.—Funeral of the Emperor of Japan, with impressive ceremonies.
- 6.—Interport Aquatic Carnival at the V.R.C.
- 7.—Severe typhoon in Japan.
- 8.—Troops encamped outside Wuchang mutinied and attacked the city.—Luk Ching Chang, the Chinese Premier, resigned.
- 9.—Execution of 250 mutineers at Wuchang.
- 10.—Hongkong and Shanghai Bank's compendore absconded from Hongkong.

## OCTOBER.

- 1.—Annual Harbour Swim.
- 2.—Sir E. H. Fraser on board H.M.S. *Flora* visits Anking to inquire into the burning by order of the Provincial Governor of seven chests of Indian opium.—Notorious Burglar escapes from Victoria Gaol.—H.E. Sir Henry May visits the Governor of Macao.
- 3.—Sir Francis Piggott appointed Legal Adviser to the Chinese Government.
- 4.—Chinese Exporters and Dealers' Association formed in Hongkong.
- 5.—Anniversary of the Chinese Republic.
- 6.—Peak Burglar re-arrested at Macao.
- 7.—Death in Macao of Mr. Pedro Nolasco da Silva.

## NOVEMBER.

- 1.—Big fire in Bonham Strand, Hongkong.
- 2.—Renewed fighting between Chinese and Tibetans.—Mysterious robbery of specie from the str. *Hongkong*.
- 3.—Chinese boycott the str. *Wing On*.
- 4.—Performance of "A Pair of Spectacles" by the Hongkong A.D.C.
- 5.—British launch *E. Fat* attacked by pirates.
- 6.—Ricksha and chair coolies strike in Hongkong.

- 1.—Board of Trade enquiry at Hongkong into the loss of the *Dacre Castle* at Keelung in a typhoon.
- 2.—Arrival in Hongkong of General Sir Ian Hamilton as Inspector-General.—Deutsche-Asiatische Bank, Hongkong, robbed of \$50,000.
- 3.—Hongkong Volunteers inspected by General Sir Ian Hamilton. Interport cricket match between Hongkong and Shanghai.
- 4.—Inaugural dinner of the Hongkong University.
- 5.—Volunteers at Camp at Faaling.
- 6.—Great Bridge over the Yellow River at Pukow completed.
- 7.—Murder of an American sailor, from the U.S.S. *Rainbow*, at Shanghai.—Brutal murder of an Indian at Pokfulam.
- 8.—Attempt to blow up railway bridge at Chi Pi, near Canton.
- 9.—Annual Inspection of Fire Brigade and Presentation of medals by H.E. Sir Henry May.—Dinner to Sir Charles Eliot at the Hongkong Hotel.
- 10.—Chinese boycott electric trams in Hongkong owing to the Company's refusal to accept Chinese silver.
- 11.—Chinese murderer executed at Victoria Gaol.
- 12.—Governor of Macao visits Hongkong.
- 13.—St. Andrew's Ball.
- 14.—Political Crisis in Japan. Cabinet resigns.
- 15.—Death of Sir William Robinson, a former Governor of Hongkong.
- 16.—American Minister at Peking and Rear-Admiral Nicholson arrive in Hongkong.
- 17.—Ball at Government House.
- 18.—Performance of "The Boatman's Mate" at the Theatre Royal, by local amateurs.
- 19.—First performance of "An Ideal Husband," by amateurs at the Theatre Royal, Hongkong.
- 20.—Chinese merchants visit Government House in regard to the tramway boycott.
- 21.—Hongkong Legislative Council pass a "Boycott Prevention Bill."
- 22.—Tramway Company give free rides for three days.
- 23.—Big seizure in Hongkong of Forged Chinese Bank-notes.

## WEATHER REPORT.

On the 30th at 11.08 a.m.—Pressure has decreased moderately over S. Manchuria, but is nearly stationary over China and the southern district.

No returns from Japan.

Fresh monsoon is indicated along the E. coast of China and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

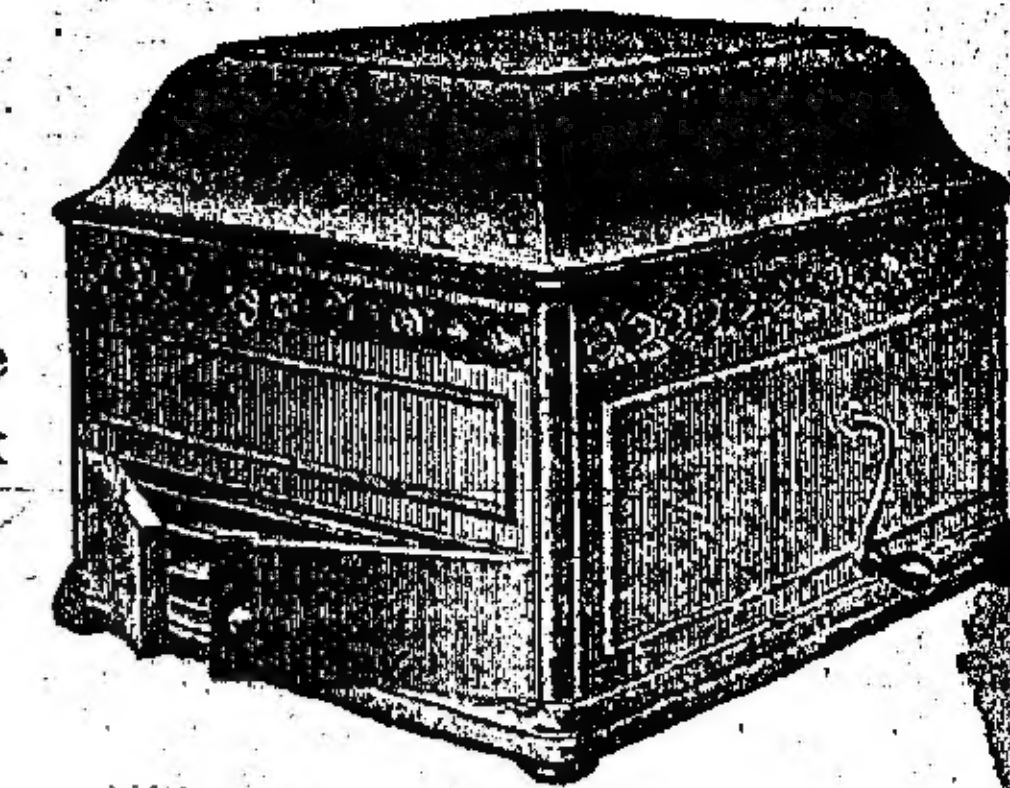
The forecast for the 24 hours ending at noon to-day is as follows:

District	Forecast.
Hongkong & Neighbourhood	North winds; strong.
Formosa Channel	South coast of China between N.E. winds, moderate; Hongkong and Lamook. S. winds, moderate.
South coast of China between Hongkong and Hainan	The same as Hongkong and Hainan. No. 1.
N. winds, moderate to fresh; fair at first, drizzling rain or mist later.	

## NEW LONDON MODELS

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\$30, 45, 55, \$75, 100, 150.



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WALTZES, RAGS, OPERA Selections and \$1.60 Double Sided. BAND MUSIC of all kinds.

COMIC SONGS - \$1.00 Double Sided.

GRAND OPERA 12 inch \$2.50 Double Sided.

THE BEST OF EVERYTHING you would go to hear if you were Home.

ROBINSON PIANO CO., LD.

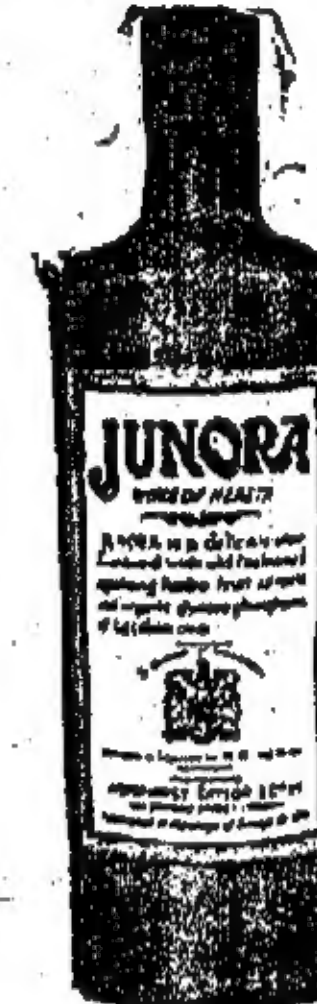
[1425]

## JUNORA

JUNORA enriches the blood and strengthens the nerves.

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JUNORA contains no drug. A Wine glassful taken two or three times a day feeds the nerves and forms a genuine tonic for the whole body.



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TELEPHONE 636.

SOLE AGENTS.

[128]

## NOTICES TO CONSIGNEES

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## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ LUDWIG"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded as unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Jan. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Jan. at 9.30 A.M.

All Claims must reach us before the 9th Jan. or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 26th December, 1912.



## MODERN CHINA.

**Recent Events and Present Policies in China.** By J. O. P. BLAND. (Heinemann, 10s. net.)

Many years ago we were assured in an article in a leading review from the pen of Marquis Tseng that China was really waking. The information was received with some surprise, for the little known China at that time did not seem to be about the statement. Nor was the assurance justified by events. China lumbered on, her sleep disturbed at intervals by such incidents as the war with Japan and the Boxer rising, and it was not till the revolution of last autumn that the final awakening can be said to have taken place. In this book the causes and the immediate effects of the revolution are examined in detail. The author also discusses at length the policies pursued in China by different Powers, themselves included, besides treating exhaustively various questions which during the last few years have been attracting public attention.

The root cause of the revolution—and indeed of the chronic unrest existing in China—is described as economic in its nature. As the result of early marriages, polygamy, and reckless over-breeding, the population is in excess of the food supply. The effect of blind subservience to the dictates of the patriarchal system has been to encourage the undue propagation of the race, and at the same time to localize population. The extraordinary rate at which the nation multiplies is shown by the fact that a population of 50 millions in the seventeenth century has increased to 330 millions to-day, and this in spite of periodical famines and the Taiping rebellion. Other indirect and slow-working causes the writer finds in the lack of religious inspiration, the ascendancy of a new political régime imbued with the prestige of Western knowledge, and the absence of an authoritative aristocracy. Among the final and more direct causes which he instances may be mentioned China's failure to produce a strong ruler after the death of the Empress Dowager, Russia's defeat by Japan, the continuance of Tartar garrisons and of tribute levies on behalf of the Peking Bannermen, the increase of foreign aggression, the rapid dissemination of news through the telegraph and Press, and the suddenness of the abolition of the ancient classical examinations, which were regarded as the only safeguards for the observance of the hereditary doctrines concerning government and the right of the subject to rebel. The Manchus, he adds, lost the Dragon Throne, not because they were tyrants, as asserted by the proclaimers of the Republic, but because they were inefficient, ignorant, and effete, because the time had come for one of those periodical upheavals which, as the history of the nation proves, inevitably occur when the rulers have lost the will or the power to govern by force.

Mr. Bland does not believe in the suitability of a Republican form of Government for China. It is opposed to Confucian teaching, to social organization, and to national traditions. The quality of permanence in the social structure of the race stands out, he says, "as the dominant feature of China's ancient civilization," and it is certain, he thinks, that "the soul of the people clings to the monarchical principle as part of the order of things immutably established." He holds with the late Prince Ito and others that it would have been better for China had the Taiping rebellion been allowed to run its course without foreign interference, and he regrets the failure of the reform movement of 1898. In either case the solution reached would have been less abrupt, and more in keeping with the past. Nor has the author a high opinion of Young China, the product of Western education, in the development of which Japan has played and continues to play so important a part. The present type of Young China, whether educated in Japan, in Europe and America, or in foreign mission schools in China itself, the author regards as a danger to the country not only because it represents views at variance with Chinese ideals, but also because the supply for official requirements is so greatly in excess of the demand. The rush for education in Japan, which at one time became a stampede, did not, the author tells us, imply any recognition of the superiority of Western learning by the students, or by those who sent them. "Its cause lay in economic pressure, in the struggle for office."

It was the Boxer débâcle, it appears, and the discontented attitude of the southern provinces, which suggested to the Dowager Empress the idea of the Constitution which is still in the process of making. She seems to have thought it would act as a sovereign remedy for China's many ills. There is nothing, however, to show that she knew anything more about it than the mere name, her taste being, it is suggested, of the kind which gives its orders and leaves the rest to Providence. The programme of constitutional reform when issued showed striking resemblance to the Japanese Constitution, but since the birth of the Republic the foundations of this and her reforms have had to be relaid. In its clear and interesting account of the making of the Republic the author explains how the revolutionary leaders had lost the sympathy of foreigners in China, both merchants and missionaries, how nevertheless the idea of establishing a Republic was not originally in their minds, and how the hands of theeking authorities were forced by the treacherous action of the Imperial delegates to the Conference at Shanghai, after on we are introduced to the leaders of the Cantonese Party, one of whom is the delegate in question. They are to compare unfavourably with the famous Viceroys who served the Dowager Empress. Provincial autonomy, the fading of another chapter, reveals itself simply another name for the introduction of railways, a question which the author admits, would require for its full attainment a volume to itself. Here it will be sufficient to mention that the district administration of funds by local metropolitan officials—alike is given one reason for the uncompromising attitude adopted by the provinces in this later.

In succeeding chapters the author discusses with remarkable knowledge and insight present policies in China—in other words, the international aspect of affairs to-day. With regard to British policy, he draws attention to the fact that for many years the weight of obstruction from the Chinese authorities fell on the shoulders of the British Legation, which there, as elsewhere in the Far East, in fighting its own battles was usually fighting other people's battles as well. In a well-reasoned argument on the question the author disposes of some fallacies which still survive. His conclusion is that reached by others whose impartiality is beyond question. It is that the exclusion of Indian opium will not of itself, and without a revolution of Chinese public opinion, which there is no reason to expect, lead to the extinction at any early date of opium smoking. It will be seen that the view the author takes of the speedy regeneration of China is frankly pessimistic, though he does not conceal his admiration for the untiring industry and the many other valuable qualities of the people. The analogies which may be traced between what is happening in China to-day and the course of events in Japan during a similar crisis in her history go further, perhaps, than he seems quite to realize; many incidents of the latter's progress on Western lines—a progress at first discouragingly slow and fitful—produced on competent observers at the time impressions not unlike those which he now records.—*The Times*.

## FASHIONS AND FANCIES.

## OUTDOOR COSTUMES.

Corodury and ratine appear to be the favourite materials for tailor-made. The coat-and-skirt fashion is the more usual. But the all-in-one gown is also a great favorite, especially with the very smart, and for this reason the sleeves are closely fitting to the arm, and consequently can pass through those of the long outdoor coat much more easily than the wider sleeves of the tailor-cut jacket. There is invariably a touch of white or cream-colour round the neck and down the front of these all-in-one gowns. In plain velvet or velveteen they are much trimmed with braid of their own colour, and if they are black, with lovely tones of fine silk braid, such as Wedgwood-blue, grape-green, and deeper tones of blue and green. These are laid on in straight lines without curves. At the end of a line the braid is taken straight up or straight down in another straight line. This is after the Egyptian style, and is in strong contrast with the curved braiding that was once so fashionable and now looks so very old-fashioned.

## COMFORTABLE VESTS AND WAISTCOATS.

The neat little knitted vest which has earned for itself the not particularly refined name "Hug-me-tight," is a most comfortable little garment, fitting closely on the shoulders and round the body and crossing over in front. The vogue of the waistcoat also makes for warmth in cold weather. It, too, is double breasted, and provided that the stuff of which the back is made shall be equally warm with that of the front, it is an entirely protective garment. One to be worn with serge or velveteen is in white cloth with a panel down the front fastened with two rows of ornamental little buttons. A semi-sailor collar finishes it at the neck and turns down over the bodice of the gown or coat. These collars begin half-way round the neck towards the ears, and are ornamentally trimmed with either lace or embroidery, white or coloured. Some of the long coats have false waistcoats, merely a strip at either side of embroidered or fancy material, adding to the smartness of the costume. White cloth is again used for revers and imitation waistcoats this season, and a new blue-serge costume has these additions in military red embroidered with black braid. There is, in fact, no end to the variety of colour and shape in which these useful addenda can be applied to dress.

## PONYSKINS AND THE DOMESTIC CAT.

Such is the vogue of ponyskin for coats among the smart that pony-breeding on a large scale is being carried on near one of the towns on the south coast. The skins of the young animals are beautifully soft and flexible, and can be dressed to look very different indeed from the first specimens of ponyskin that came into the market simultaneously with the fashion of motoring. It is claimed by the breeders that they can produce many different tones of brown, grey, etc., according to the demands of fashion. Unfortunately, these demands in a different direction are proving extremely disagreeable to the domestic cat, and afflicting to some cat-lovers and devoted cat owners. It has been found that catskins, when skillfully treated, make excellent furs, which are given high-sounding names, and in many parts of London hundreds of cats have been poisoned during the last few weeks with a view to the acquisition of their warm coats. It is found, however, that the skins are not in such good condition after poisoning, with its attendant suffering and emaciation; consequently the latest idea is for boys with bags or baskets to prowling about dusk, seize the finest cats they can get, and carry them off to those who give good prices for the wretched animals. It is true that London is far too full of cats, but a better way might be found of reducing the feline population than this heartless and dishonest practice.

## THE POCKET AGAIN.

On one or two of the new models the blouse is furnished with a useful little pocket placed on the left side of the chest, and, thanks to our golfing sisters, the skirt of the ordinary walking costume is now often supplied with a similar, though larger, receptacle. Necessitated in the case of the golfer by the need of carrying balls, it has been adopted by her less strenuous sisters as a means of carrying handkerchief, "penny-purse," etc. By "penny-purse" is meant that in which the necessary small coins for fares, etc., are deposited, that containing more important moneys being much more safely tucked away, either in a hidden pocket or in the usual bag, without which very few women are to be seen nowadays.

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N.B.—Please write, and return of post will, bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [47-3]

## HATPIN GUARDS.

There are many devices for protecting the points of hatpins, and the wonder is that so many thousands of women still go forth with points sticking dangerously out. There are the useful little acorn-shaped guards which fasten firmly on the point of the pins, and can be taken off in a moment, in fact, helping one to find the position of the pins themselves, often very elusive, especially when one is un-hatting in a hurry. To grope for them at their business ends is likely to result in a scratch, whereas the little guard is easily found. It may not be generally known that some score of women are in prison in Sydney, New South Wales, their offence having been the wearing of protruding hatpins, and refusing to pay their fines on conviction. This seems as stupid, if not as mischievous, as the various idiotic actions of our Suffragettes at home, whose consciences must have reached the hard-baked stage, in fact, one might call them iron-clad. Or is it a lack of imagination that ails the Suffragettes?

## THE EVENING GOWN.

The new evening bodice is cut extremely low, and is sometimes filled in with two folds of nylon, a very insufficient substitute for the old, more modest bodice, but the fashions of the day seem to follow those of the demi-monde as closely as possible. The skirts are as tight as ever. For the embroidered nylon gown there is a great rage at the moment, and thousands are being turned out weekly by clever embroideresses. It is possible that pleated skirts of rather wider design than has been seen of late will be worn in the daytime, but there seems to be no uncertainty about the rigorous tightness of those to be worn in the evening. Unless a reaction should set in this hobbie skirt is pretty certain to develop into the divided garment. It will soon come to the parting of the ways, to a point where choice must be made between evolution or revolution. At the present moment the width of the evening skirt is one yard and three-eighths, and these figures relate not only to the fashions of the hour, but to those which will be worn months hence.

## DRESS AT THE PLAY.

One of the prettiest dresses at a favourite theatre is a nylon in light Wedgwood-blue embroidered in a very rich gold design. Over this is a satin tunic in greenish-yellow, the colour known as lime-blossom, otherwise tilleul. The black velvet waistband is fastened with a gold cameo. This forms a peculiar combination of tints. The panier tunic is the principal feature of a lovely pale blue gown over which a lace skirt is draped. There is a high waistcoat of blue silk with waistband of black velvet ribbon tied at the back with long ends, finished with silk flowers in fine embroidery.—X. and Z. in the Globe.

## PASSED THE CANAL.

December 26th—*Indramayo, Perseus, Sackien, Yunnan, Glenjarg, Nankin, 29th*—*Agamemnon, Sunda, Den of Glamis, Magellan, Neleus.* December 3rd—*Bendoran, Calcutta, Candia, Indravadi, Spezia, Goldenfels, Kansas, 6th*—*Dumbra, Jeteric, Katano Maru, Montrose, P. E. Friedrich, Prinz Ludwig, Telemachus, Arcadia, Indrakula, 10th*—*Carmarthenshire, Kuga Maru, Koerber, Nyargu, Dumdin, Tlan, Euphrate, 18th*—*Bohemie, Laertes, Celest, Sardinia, Paul Jacot, Leonidas, 19th*—*Benglo, China, Japan, Scandia, Voronez, 20th*—*Leclaire, Antiochos, Atlanta Maru, Glenjarg, Goeben, Iyo Maru, St. Patrick, Shimosa, Siskonia, Theus, Yorck, Burnese, Prince, 24th*—*Braemar, Lithuania, Nore, Magellan, Preussen, 25th*—*Antenor, Australis, Glenjarg, Meinam, Tydeus, City of Baroda.*

## ARRIVALS AT HOME.

December 27th—China.

## LATEST STEAMER MOVEMENTS.

The str. *Glenjarg* passed the Suez Canal on the 27th December, for Hongkong via Straits.

The str. *Capri* left Singapore for this port on the 27th December, and may be expected here on or about the 4th January.

The I.G.M. str. *Goeben*, carrying the German mails with dates from Berlin of the 11th December, left Colombo on the 25th December, p.m., and may be expected here on or about 9th January.

The A.L. str. *Vorwarts* left Singapore for this port on the 28th December, and will arrive here on the 4th January.

The P.M. str. *Korea*, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th December.

## PASSENGERS.

Per *Tjmanock*, from Miki, Mrs. Mary Lomon.

Per *Chinhua*, from Shanghai, Messrs. Cale, Cullinson, Scott and Egan.

Per *Sunda*, for Hongkong, from London, Mrs. A. Evans, Miss H. Hewitt, Miss Self, Mr. H. Hyde, Sub-Lieut. A. Ferguson, Mr. Taylor, Surg. H. Goble, Mr. W. E. Griffiths, Mr. R. A. North, Mr. P. Burn, Mr. W. Pittendrigh, from Singapore, Mr. J. H. T. Rogers, Mr. B. Engelke and Mr. Walker.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH**

*Alcort*, dispatch boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, Shanghai.

*Atlas*, admiral's flag, 615 tons, 1,400 h.p., Hongkong.

*Strambl*, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Peibard, Kinkiang.

*Bretomart*, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow.

*Calanus*, British sloop, 1,070 tons, 1,400 h.p., Comdr. Hugh P. R. T. Williams, Shanghai.

*Cherub*, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.

*Jlio*, British sloop, 1,070 tons, 1,400 h.p., Comdr. MacKenzie D.S.O., Canton.

*Fame*, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Menor, Hongkong.

*Hanby*, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Brikeneden, Hongkong.

*Janus*, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Boddam Whetham, Hongkong.

*Keat*, armoured cruiser, 2,800 tons, 14 guns, 1,400 h.p., Capt. Allen T. Hunt, C.S.I., Hongkong.

*Kiraba*, river gunboat, 616 tons, 1,200 h.p., Lt. Comdr. H. Marryatt, Hankow.

*Martin*, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pao, Hongkong.

*Vincenzo*, armoured cruiser (flagship Vice-Admiral Sir A. L. Wilson), K.C.B., C.V.O., C.M.G., 14,600 tons, 1,400 h.p., 27,000 h.p., Capt. G. C. Cayler, Hongkong.

*Monmouth*, armoured cruiser, 2,800 tons, 1,400 h.p., Capt. B. H. F. Kirtland, M.V.O., Weihaiwei.

*Mooreen*, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut. Comdr. Allen Dixon, Hongkong.

*Newcastle*, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Capt. George F. E. Hunt, I.S.O., en route to Hongkong.

*Nightingale*, river gunboat, 35 tons, 240 h.p., Lt. Comdr. Malcolm Murray, E.N., Yangtze.

*Other*, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Chambers, Hongkong.

*Ribble*, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. MacKinnon, Hongkong.

*Robin*, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. F. Nook en route West River Rosario, depot ship for Submarines, 950 tons, 1,400 h.p., Lt. Comdr. N. E. Archdale, Hongkong.

*Sandpiper*, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, West River.

*Salpe*, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

*Taku*, torpedo boat destroyer, 305 tons, 1,400 h.p., 6,000, Gunner-Ryder, Hongkong.

*Tamar*, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

*Tal*, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Guy Stopford, Changkiang.

*Thistle*, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow.

*Ush*, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.

*Virago*, torpedo-boat destroyer, 39 tons, 6 guns, 5,000 h.p., Lieut. Comdr. Harold D. Adair, Hall, Hongkong.

*Welland*, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Hongkong.

*Witing*, torpedo-boat destroyer, 360 tons, 1,400 h.p., 5,500 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

*Widgeon*, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.

*Woodcock*, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.

*Woodlark*, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Muike, Hankow.

*Salamanca*, No. 36, Godfrey Herbert, Lieut. Comdr. No. 37, A. L. Fanner, Lieut. Comdr. No. 38, J. R. A. Codrington, Lt. Comdr. TB-035, Lt. Com. Handley, West River TB-036, Lt. Com. Stileman, Hongkong.

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## SHIPPING IN PORT.

**STAMMERS.**

*ANGHIN*, German str., 1,005, C. Kumpel, 27th December—Swatow 26th December, Rice.—Butterfield & Swire.

*ARIARE MARU*, Japanese str., 2,183, Sato, 24th December—Miki 18th December, Coal.—Mitsui Bussan Kaisha.

*BOANEO*, German str., 1,344, F. Sembill, 24th December—Sandakan 18th December, Timber.—Melchers & Co.

*CHONGKING*, British str., 1,255, Lyddell, 28th December—Chinwangtao 23rd December, General.—Jardine, Matheson & Co.

*CHINHUA*, British str., 1,350, Benson, 30th December—Shanghai 26th December, General.—Butterfield & Swire.

*CHOYSANG*, British str., 1,424, M. Courtney, 25th December—Swatow 24th December, General.—Jardine, Matheson & Co.

*CYCLOPS*, British str., 2,032, D. Arthur, 27th December—Manila 25th December, General.—Butterfield & Swire.

*DAITO MARU*, Japanese str., 1,295, Katayama, 23rd December—Port Arthur 18th December, Coal.—Mitsui Bussan Kaisha.

*FITZCLAUD*, British str., 2,332, J. H. Blair, 25th December—Mojito 21st December, Fish and Flour.—Bank Line, Ltd.

*HAICHING*, British str., 1,267, W. C. Passmore, 25th December—Swatow 24th December, General.—Douglas LaPraik & Co.

*HAITAN*, British str., 1,207, Rock, 28th December—Swatow 27th December, General.—Douglas LaPraik & Co.

*HEIMDAL*, Norwegian str., 762, T. A. Johnson, 24th December—Haiphong 22nd December, Stone.—Shewan, Tomes & Co.

*KAIKONG*, British str., 1,026, J. V. Sidford, 27th December—Manila 24th December, General.—Butterfield & Swire.

*KAIJO MARU*, Japanese str., 1,293, Y. Yamamoto, 28th December—Swatow 27th December, General.—Osaka Shosen Kaisha.

*KEEMUN*, British str., 5,871, R. Conradi, 26th December—Seattle 27th November, General.—Butterfield & Swire.

*KWANGLOO*, Chinese str., 1,468, J. McArthur, 25th December—Shanghai 22nd December, General.—Chinese.

*MEXICO MARU*, Japanese str., 1,933, J. C. Young, 28th December—Shanghai 24th December, Ballast.—Asiatic Petroleum Co.

*NILE*, British str., 3,158, G. S. LaPraik, 25th December—San Francisco 23rd November, Mails and General.—Pacific Mail S.S. Co.

*ORTERIE*, British str., 4,105, R. J. Howie, 25th December—Vancouver 22nd December, General.—Bank Line, Ltd.

*RIJOYU MARU*, Japanese str., 4,905, Y. Yamaguchi, 27th December—Kobe 15th December, General.—Order.

*RUTHERGLEN*, British str., 2,752, W. Gay, 27th December—Wales 9th December, Coal.—A. Weir & Co.

*SEANGHONG*, British str., 3,722, W. G. Larkins, 28th December—Singapore 23rd December, General.—Chinese.

*SIAM*, British str., 992, Payun, 27th December—Hongkong 24th December, Coal.—Order.

*SIGNAL*, German str., 607, Christiansen, 25th December—Sourabaya 17th December, General.—Jensen & Co.

*SIKIAN*, French str., 615, Catalano, 29th December—Haiphong 27th December, General.—Messageries Maritimes.

*THONGWA*, British str., 3,428, R. P. Fysh, R.N.R., 24th December—Mojito 20th December, General.—David Sassoon & Co.

*TRIENHIN*, British str., 1,215, Robertson, 27th December—Hongkong 24th December, Coal.—Butterfield & Swire.

*TRIGONIA*, Dutch str., 1,870, Groenijk, 24th December—Palembang 16th December, Ballast.—Asiatic Petroleum Co.

*TSURU MARU*, Japanese str., 2,065, D. Nakao, 28th December—Miki 20th December, Coal.—Mitsui Bussan Kaisha.

*TONGUS*, Norwegian str., 1,038, C. L. Halvorsen, 24th December—Saigon 20th December, General.—Chinese.

*TUNGANG*, British str., 1,045, Bramwell, 24th December—Chinkiang 18th December, General.—Jardine, Matheson & Co.

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COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the Paradise of the
NILE 11,000 tons.	Pacific) through Service via
CHINA 10,200 tons.	NEW YORK to Europe.
PERFIA 9,000 tons.	

**SOME FEATURES OF SERVICE.**

Lights, Fans, Swimming Tank, Band, Cuisine, Games,  
Amusements, Wireless, Submarine Signal Service, and  
Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
or Civil Service, on application.

STEAMERS.	Tons	Starting
NILE	11,000	TUESDAY, 31st Dec., at 1 P.M.
MONGOLIA	27,000	THURSDAY, 9th Jan., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 23rd Jan., at 1 P.M.
PERFIA	9,000	TUESDAY, 4th Feb., at 1 P.M.
KOREA	18,000	TUESDAY, 18th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 25th Feb., at 5 P.M.
CHINA	10,200	TUESDAY, 4th Mar., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 18th Mar., at 3 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.

• INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between  
Kobe and Yokohama, free of Charge.

**HONGKONG-MANILA SERVICE.**

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb.	CHINA ... 27th Feb.	21st Feb.	MANCHURIA 23rd Feb.
18th Mar.	NILE ... 20th Mar.	8th Mar.	NILE ... 10th Mar.
15th Apr.	PERFIA ... 17th Apr.	16th Mar.	MONGOLIA ... 18th Mar.
13th May	CHINA ... 15th May.	5th Apr.	PERFIA ... 7th Apr.
3rd June	NILE ... 5th June.	13th Apr.	KOREA ... 15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). **FRED J. HALTON, AGENT.**

Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

8 a.m. "HEUNGSHAN."	8 a.m. "KINSHAN."
10 p.m. "HONAM."	5 p.m. "FATSHAN."

WEDNESDAY, 1st JANUARY, 1913.

8 a.m. "KINSHAN."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "HONAM."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 5th JANUARY, 1913

**"SUI AN"**

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return  
from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOISANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANULI." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. 142

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "KORBER," 9,900 tons, will leave as above on 19th Jan., at 5 P.M.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 P.M.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN  
TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 5th January, at D'light.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at D'light.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA  
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
S.S. "PERFIA," 12,500 tons, will leave as above about 31st December.  
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.  
TO YOKOHAMA, KOBE VIA SHANGHAI.  
S.S. "VORWAERTS," 12,000 tons, will leave as above about 30th Dec.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 5th December, 1912. Princess' Building. 1155

**SWEDISH EAST ASIATIC  
CO., LTD.  
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
COPENHAGEN and BALIC PORTS	"CANTON"	6,500	On 15th Jan.

For Freight and Further Particulars, apply to  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, TOP FLOOR.

**SAN FRANCISCO TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC**

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TONYO MARU	21,000 tons.
S.S. CHITO MARU	21,000 tons.
S.S. SHINTO MARU	21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—String Orchestras, Daily tank bathing, oriole,  
baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND  
RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourists' Sleepers.  
Dining Cars—Observation Cars.  
Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers  
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

**O. LACY GOODRICH,**  
GENERAL ORIENTAL AGENT  
17, WATER STREET, YOKOHAMA.  
AND KING'S BUILDING, HONGKONG.

**THE YOKOHAMA DOCK  
CO., LTD.**

Telegraphic Address—"DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. Docking Length 515 ft. No. 2 DOCK. Docking Length 376 ft. No. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,445 square yards, or 15.15 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.  
[A705]

**R.M.S. "DUNOTTAR CASTLE."**

THE above Steamer of 5,687 Tons Register and Classed 100 A.1. at Lloyd's, having  
Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy,  
Electric Fans in all State-rooms and carrying First Class Passengers only. She will  
arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG,  
RANGOON, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (for CAIRO),  
PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913.  
A number of vacant First Class Berths are available at Moderate Rates, and special  
accommodation can also be booked if required. For further particulars please apply to—

**JARDINE, MATHESON & Co., LTD.**

Hongkong, 13th November, 1912.

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**NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. L. MAASS.	17,000	Wed'day, 8th Jan., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GOEBEN" Capt. A. AHLBORN.	17,300	About Thursday, 9th Jan.
KOBE and YOKOHAMA	"COELENZ" Capt. L. KLUGKIST.	6,100	About Tuesday, 7th Jan.
KUDAT and SANDAKAN	"BOENHO" Capt. F. SEIBILL.	5,000	Thursday, 2nd Jan., at 10 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic  
New System of Telefunken.

For Further Particulars apply to

**NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 30th December, 1912.

**PASSENGER SEASON 1913.  
NORDDEUTSCHER LLOYD, BREMEN.  
TO EUROPE BY THE  
MAGNIFICENT FAST LINERS.**

STEAMSHIP	TONS	ON
"GOEBEN" ... 17,300 tons	ON FEBRUARY 4TH.	
"BREMER" ... 21,060	ON FEBRUARY 19TH.	
"DERFFLINGER" ... 17,250	ON MARCH 4TH.	
"PRINZ EITEL FRIEDRICH" 16,000	ON MARCH 19TH.	
"BUELOW" ... 17,250	ON APRIL 1ST.	
"PRINZESS ALICE" ... 20,300	ON APRIL 16TH.	
"LUETZOW" ... 17,300	ON APRIL 29TH.	

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.  
(System Telefunken.)

EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to

**MELOHRS & Co., GENERAL AGENTS.**

Hongkong, 17th December, 1912.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 7th Jan., 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 16th Jan., 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers,**  
Hongkong, 30th December, 1912. **PHILIPPINES S.S. Co.** [13]

**BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.**REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**

S.S. "AREATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 3rd Jan., at 1 P.M.  
S.S. "JILUNGA," 5,206 tons, Capt. D. Macfarlane, will be despatched to  
SINGAPORE, KOBE & MOJI (YOKOHAMA if sufficient inducement offers)  
on 16th Jan.

**WESTWARD.**

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 3rd Jan., at 1 P.M.  
S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched  
as above on 21st Jan.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to **DAVID SASSOON & CO., LTD.,**

Hongkong, 31st December, 1912.

AGENTS. [1892]



## SHIPPING

## ARRIVALS.

CHINKING, British str., 1,287, Ainslie, 29th December—Java 17th December, Sugar—Butterfield & Swire.  
ELAX, British str., 2,000, Smart, 29th December—Bulak Pappan—21st December, Bulk Oil—Asiatic Petroleum Co.  
FRI, Norwegian str., 890, C. Wagle, 28th December—Chofoo 21st December, General—Aagaard, Thoresen & Co.  
YUONON, British str., 1,214, Meathrel, 29th December—Wuhu 25th December, Rice—Butterfield & Swire.  
SAIGON MARU, Japanese str., 1,250, Yamaguchi, 29th December—Mojito 23rd December, Coal—Osaka Shosen Kaisha.  
SEXTA, German str., 992, N. Jensen, 30th December—Bangkok and Swatow 29th December, Rice—Chinese.  
SUNDA, British str., 2,037, C. E. Irving, R.N.R., 30th December—London 18th November, General—P. & O. S. N. Co.  
TIMANORE, Dutch str., 3,600, N. V. With Jurriaanse, 29th December—Milka 25th December, Coal and General—Java-China-Japan Lijn.  
WAKAMATSU MARU, Japanese str., 1,722, N. Aikawa, 30th December—Wakamatsu 24th December, Coal—Mitsui Bishi Goshi Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
December 30th.  
CHONGSANG, British str., for Shanghai.  
CYCLOS, British str., for Tacoma.  
FUKU MARU, Japanese str., for Taku.  
HANYANG, British str., for Swatow.  
KEEMIN, British str., for Manila.  
SUNDA, British str., for Yokohama.  
TINGRANG, British str., for Hongkong.  
TRIUMPH, German str., for Haiphong.

## DEPARTURES.

December 30th.  
CHINKING, British str., for Canton.  
LUCROW, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Luchow* reports: Strong monsoon along the coast between the Yangtze and Ocksen.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P.M. str. *Mongolia* arrived at Manila on the 27th December, between 2 and 4 a.m., and is expected to leave that port for Hongkong on the 31st December, between 2 and 4 p.m.  
The T.K.K. str. *Nippon* is expected to arrive here from Shanghai on the 3rd January, and leaves again for San Francisco via usual ports on the 11th January.  
The T.K.K. str. *Yung Maru* arrived at Yokohama from Honolulu on the 30th December, and may be expected here on the 5th January.  
The F.M. str. *Persia*, with the American mail, left San Francisco for this port via Japan and Shanghai on the 21st December.  
THE AUSTRALIAN MAIL.  
The I.M.G. str. *Collins* left Sydney on the 14th December, at 11 a.m., and may be expected here on or about 6th January.  
The F. & A. str. *Eastern* from Sydney, etc., left Port Darwin on the 29th December for Manila and this port.  
THE ENGLISH MAIL.  
The P. & O. str. *India* left Singapore for this port on the 29th December, at 8 a.m., with the outward English mails, and is due here on the 3rd January, at about 7 a.m.  
THE FRENCH MAIL.  
The M.M. str. *Ernest Simon* is expected to arrive here on the 1st January, at daylight, and will leave for Europe the same day on or about 7 p.m.  
The M.M. str. *Caledonian* left Shanghai on the 28th December, at noon, and is due to arrive here on the 31st December, at daylight. She will leave for Europe on the same day about 7 p.m.  
MERCHANT STEAMERS.  
The A.L. str. *Forsyth* left Shanghai for this port on the 28th December, a.m., and will arrive here on the 31st December, P.M.  
The H.A.L. str. *Altmark* left Singapore on the 26th December, a.m., and may be expected here on or about 1st January.  
The French str. *Sinhuan* left Haiphong on the 28th December, for this port, and is due to arrive here on or about the 1st January.  
The P. & O. str. *Candia* left Singapore for this port on the 27th December, at 8 a.m., and is due here on the 2nd January, at 8 a.m.  
The T.K.K. str. *Kiyo Maru* arrives at Yokohama from Honolulu on the 2nd January, and is due in Hongkong on the 15th January.  
The T.K.K. str. *Shinyo Maru* leaves San Francisco for Hongkong on the 4th January, and is due here on the 31st January.  
The str. *Kansas* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.  
The str. *Glenroy* passed the Suez Canal on the 26th December, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Koongang*, from Shanghai, is due in Hongkong 31st December.  
*Fooksang*, from Calcutta, is due in Hongkong 2nd January.  
*Fooksang*, from Singapore, is due in Hongkong 2nd January.  
*Fooksang*, from Rangoon, is due in Hongkong 7th January.  
*Lamang*, from Calcutta, is due in Hongkong 10th January.  
SHIRE LINE, LIMITED.  
*Indramayu*, from New York, is due in Hongkong 31st December.  
*Carmarthenshire*, from London, is due in Hongkong 13th January.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's				2. From Harbour Master's to Blake Pier				3. From Blake Pier to Naval Yard				4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1	LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1	LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1	LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1
LONDON & ANTWERP	SUMATRA	Brit. str.	1	LONDON & ANTWERP	SUMATRA	Brit. str.	1	LONDON & ANTWERP	SUMATRA	Brit. str.	1	LONDON & ANTWERP	SUMATRA	Brit. str.	1
ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	BRASILIA	Ger. str.	1
ROTTERDAM, BREMEN & HAMBURG &c.	FORST BUNDEL	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	FORST BUNDEL	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	FORST BUNDEL	Ger. str.	1	ROTTERDAM, BREMEN & HAMBURG &c.	FORST BUNDEL	Ger. str.	1
HAVRE & HAMBURG &c.	SAMBIA	Ger. str.	1	HAVRE & HAMBURG &c.	SAMBIA	Ger. str.	1	HAVRE & HAMBURG &c.	SAMBIA	Ger. str.	1	HAVRE & HAMBURG &c.	SAMBIA	Ger. str.	1
HAVRE, BREMEN & HAMBURG &c.	ARMENIA	Ger. str.	1	HAVRE, BREMEN & HAMBURG &c.	ARMENIA	Ger. str.	1	HAVRE, BREMEN & HAMBURG &c.	ARMENIA	Ger. str.	1	HAVRE, BREMEN & HAMBURG &c.	ARMENIA	Ger. str.	1
HAVRE & HAMBURG &c.	ALTMAR	Ger. str.	1	HAVRE & HAMBURG &c.	ALTMAR	Ger. str.	1	HAVRE & HAMBURG &c.	ALTMAR	Ger. str.	1	HAVRE & HAMBURG &c.	ALTMAR	Ger. str.	1
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMO MARU	Jap. str.	1	MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMO MARU	Jap. str.	1	MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMO MARU	Jap. str.	1	MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMO MARU	Jap. str.	1
MARSEILLES, BREMEN, HAMBURG & ANTWERP &c.	GOLDENFELD	Ger. str.	1	MARSEILLES, BREMEN, HAMBURG & ANTWERP &c.	GOLDENFELD	Ger. str.	1	MARSEILLES, BREMEN, HAMBURG & ANTWERP &c.	GOLDENFELD	Ger. str.	1	MARSEILLES, BREMEN, HAMBURG & ANTWERP &c.	GOLDENFELD	Ger. str.	1
VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	AWA MARU	Jap. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	AWA MARU	Jap. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	AWA MARU	Jap. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	AWA MARU	Jap. str.	1
VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	ORIENTAL	Brit. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	ORIENTAL	Brit. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	ORIENTAL	Brit. str.	1	VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	ORIENTAL	Brit. str.	1
VICTORIA, B.C. & TACOMA via KEELUNG &c.	YAMATA MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	YAMATA MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	YAMATA MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	YAMATA MARU	Jap. str.	1
VICTORIA, B.C. & TACOMA via KEELUNG &c.	SHANTON MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	SHANTON MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	SHANTON MARU	Jap. str.	1	VICTORIA, B.C. & TACOMA via KEELUNG &c.	SHANTON MARU	Jap. str.	1
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	KLING	Ger. str.	1	NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	KLING	Ger. str.	1	NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	KLING	Ger. str.	1	NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	KLING	Ger. str.	1
TRIESTE, via SINGAPORE, PENANG, COLOMBO &c.	PERBIA	Aus. str.	1	TRIESTE, via SINGAPORE, PENANG, COLOMBO &c.	PERBIA	Aus. str.	1	TRIESTE, via SINGAPORE, PENANG, COLOMBO &c.	PERBIA	Aus. str.	1	TRIESTE, via SINGAPORE, PENANG, COLOMBO &c.	PERBIA	Aus. str.	1
NEW YORK via PORTS & SUEZ CANAL &c.	KORREBE	Aus. str.	1	NEW YORK via PORTS & SUEZ CANAL &c.	KORREBE	Aus. str.	1	NEW YORK via PORTS & SUEZ CANAL &c.	KORREBE	Aus. str.	1	NEW YORK via PORTS & SUEZ CANAL &c.	KORREBE	Aus. str.	1
VANCOUVER via SHANGHAI, JAPAN, &c.	SWAZI	Am. str.	1	VANCOUVER via SHANGHAI, JAPAN, &c.	SWAZI	Am. str.	1	VANCOUVER via SHANGHAI, JAPAN, &c.	SWAZI	Am. str.	1	VANCOUVER via SHANGHAI, JAPAN, &c.	SWAZI	Am. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGNA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGNA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGNA	Brit. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGNA	Brit. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	1
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	1	SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	1
COPENHAGEN & BALTIC PORTS	NIPPON MARU	Jap. str.	1	COPENHAGEN & BALTIC PORTS	NIPPON MARU	Jap. str.	1	COPENHAGEN & BALTIC PORTS	NIPPON MARU	Jap. str.	1	COPENHAGEN & BALTIC PORTS	NIPPON MARU	Jap. str.	1
AUSTRALIAN PORTS via MANILA	CANTON	Swed. str.	1	AUSTRALIAN PORTS via MANILA	CANTON	Swed. str.	1	AUSTRALIAN PORTS via MANILA	CANTON	Swed. str.	1	AUSTRALIAN PORTS via MANILA	CANTON	Swed. str.	1
CAPE TOWN via MAURITIUS	ST. ALBANS	Brit. str.	1	CAPE TOWN via MAURITIUS	ST. ALBANS	Brit. str.	1	CAPE TOWN via MAURITIUS	ST. ALBANS	Brit. str.	1	CAPE TOWN via MAURITIUS	ST. ALBANS	Brit. str.	1
MEXICAN, PERUVIAN & CHILEAN via JAPAN	CHANGSHA	Brit. str.	1	MEXICAN, PERUVIAN & CHILEAN via JAPAN	CHANGSHA	Brit. str.	1	MEXICAN, PERUVIAN & CHILEAN via JAPAN	CHANGSHA	Brit. str.	1	MEXICAN, PERUVIAN & CHILEAN via JAPAN	CHANGSHA	Brit. str.	1
YOKOHAMA, KOBE & MOJI	YAMATA MARU	Jap. str.	1	YOKOHAMA, KOBE & MOJI	YAMATA MARU	Jap. str.	1	YOKOHAMA, KOBE & MOJI	YAMATA MARU	Jap. str.	1	YOKOHAMA, KOBE & MOJI	YAMATA MARU	Jap. str.	1
YOKOHAMA & KOBE via SHANGHAI	DUNERO	Brit. str.	1	YOKOHAMA & KOBE via SHANGHAI	DUNERO	Brit. str.	1	YOKOHAMA & KOBE via SHANGHAI	DUNERO	Brit. str.	1	YOKOHAMA & KOBE via SHANGHAI	DUNERO	Brit. str.	1
KOBE & YOKOHAMA	KITO MARU	Brit. str.	1	KOBE & YOKOHAMA	KITO MARU	Brit. str.	1	KOBE & YOKOHAMA	KITO MARU	Brit. str.	1	KOBE & YOKOHAMA	KITO MARU	Brit. str.	1
KOBE & YOKOHAMA	ABRADOOR APGAR	Aus. str.	1	KOBE & YOKOHAMA	ABRADOOR APGAR	Aus. str.	1	KOBE & YOKOHAMA	ABRADOOR APGAR	Aus. str.	1	KOBE & YOKOHAMA	ABRADOOR APGAR	Aus. str.	1
NAGASAKI, KOBE & YOKOHAMA	VOYAGER	Aus. str.	1	NAGASAKI, KOBE & YOKOHAMA	VOYAGER	Aus. str.	1	NAGASAKI, KOBE & YOKOHAMA	VOYAGER	Aus. str.	1	NAGASAKI, KOBE & YOKOHAMA	VOYAGER	Aus. str.	1
PORT COUBERT	PUTALKA	Brit. str.	1	PORT COUBERT	PUTALKA	Brit. str.	1	PORT COUBERT	PUTALKA	Brit. str.	1	PORT COUBERT	PUTALKA	Brit. str.	1
WEIHAWEI, CHEFOO & DALNY	KAGA MARU	Jap. str.	1	WEIHAWEI, CHEFOO & DALNY	KAGA MARU	Jap. str.	1	WEIHAWEI, CHEFOO & DALNY	KAGA MARU	Jap. str.	1	WEIHAWEI, CHEFOO & DALNY	KAGA MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINUA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINUA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINUA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINUA	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	INDIA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	INDIA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	INDIA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	INDIA	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	ANNU	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	ANNU	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	ANNU	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	ANNU	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KORREBE	Ger. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	GOBEH	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	GOBEH	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	GOBEH	Ger. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	GOBEH	Ger. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	CARANTHENSHE	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CARANTHENSHE	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CARANTHENSHE	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	CARANTHENSHE	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	JELUNGA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	JELUNGA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	JELUNGA	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	JELUNGA	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIJODAS	Dut. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TIJODAS	Dut. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TIJODAS	Dut. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	TIJODAS	Dut. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOBHU MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	SOBHU MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	SOBHU MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	SOBHU MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1	SHANGHAI, MOJI, KOBE & YOKOHAMA	HAIVAN	Brit. str.	1



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBESUNDA AND YOKOHAMA	Cap't. C. E. Irving, R.N.R.	10 A.M. 31st Dec.	Freight and Passage.
SHANGHAI	Cap't. G. W. Gordon, R.N.R.	About 3rd Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Cap't. E. P. Martin, R.N.R.	Noon 4th Jan.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Cap't. W. R. Le Mare, R.N.R.	About 8th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 31st December, 1912.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PORT COUBET	"TIENTSIN"	On 31st Dec. 10 A.M.
WUHAN, CHEFOO & DALY	"CHANGCHOW"	On 31st Dec. Noon.
MANILA, CEBU and ILOILO	"KAIFONG"	On 31st Dec. 4 P.M.
SHANGHAI	"CHINHUA"	On 2nd Jan. 4 P.M.
SWATOW, AMOY and SHANGHAI	"KWANGSE"	On 3rd Jan. 3 P.M.
SHANGHAI	"ANHUI"	On 4th Jan. 11 A.M.
HAIPHONG	"SINGAN"	On 5th Jan. 9 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LIAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 31st December, 1912. TELEPHONE 36.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Cap't. J. W. Evans	WED'DAY, 1st Jan., at 11 A.M.
"HAIRANG"	Cap't. A. E. Hodgins	FRIDAY, 3rd Jan., at 11 A.M.
"HAICHING"	Cap't. W. C. Passmore	TUESDAY, 7th Jan., at 11 A.M.

This Steamer "Haimun" for Fochow Calling at Swatow &amp; Amoy for Passengers only.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 31st December, 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Jan. 10th	On 4th Jan. Noon.
EASTERN	Jan. 10th	On 1st Feb. Noon.
EMPIRE	Feb. 7th	On 1st Mar. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Black-Box has Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON &amp; Co., AGENTS.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAIT and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KORE and YOKOHAMA: S.S. BRASLIA ... 9th Jan.  
FOR HAVRE & HAMBURG: S.S. ...

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 11th January, at Noon.

# SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—  
BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago), Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"PANAMA MARU"	J. Kanno	TUESDAY, 7th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Hamada	

Calling at NAGASAKI, KOBÉ, YOKKAICHI and YOKOHAMA

Calling at SHANGHAI, MOJI, ...

Calling at KEELUNG.

These Newly-Built Steamers have fair sized and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given toward Express connection.

# SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAISO MARU"	Y. Yamamoto	WED'DAY, 1st Jan., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 5th Jan., at 10 A.M.
"DAIGI MARU"	Y. Somokawa	SUNDAY, 12th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 8th Jan., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 3rd Jan.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

# COMPAGNIE MARITIME

## INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY.

TONKIN

FAST LINE.

in 53 hours.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Cap't. F. L. Sommer	16,000	WED'DAY, 1st Jan., at 4 P.M.
	AKI MARU Cap't. B. Kon	12,500	WED'DAY, 15th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	AWA MARU Cap't. R. Shimizu	12,500	TUESDAY, 31st Dec., at Noon.
	SADO MARU Cap't. Asakawa	12,500	TUESDAY, 14th Jan., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Cap't. T. Sekino	7,000	WED'DAY, 15th Jan., at Noon.
	NIKKO MARU Cap't. M. Yagi	9,600	WED'DAY, 12th Feb., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	COLOMBO MARU Cap't. Kawashima	6,000	WED'DAY, 1st Jan.
BOMBAY VIA SINGAPORE, and COLOMBO	KAMAKURA MARU Cap't. T. Hori	12,500	MONDAY, 6th Jan.
KOBÉ and YOKOHAMA	KAGA MARU Cap't. G. Tabusa	12,500	FRIDAY, 3rd Jan., at 11 A.M.
SHANGHAI, MOJI and KOBÉ	KAWACHI MARU Cap't. Christiansen	12,500	WED'DAY, 1st Jan.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Cap't. M. Yagi	9,600	WED'DAY, 15th Jan., at Noon.
SHANGHAI, KOBÉ and YOKOHAMA	TOSA MARU Cap't. T. Sato	12,000	MONDAY, 6th Jan.

Fitted with New System of Wireless Telegraphy.

Cargo only

# REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25
	2nd Class £17
" " LONDON via NEW YORK ...	1st Class £55
	2nd Class £40
" " " via MONTREAL ...	1st Class £54
	2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK ...	£100
" " " via MONTREAL ...	£102

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-636

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.,  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOOLTAN	10000	SATURDAY Feb. 15
ASSAYE	7500	MALOA	12500	FRIDAY Feb. 15
HIMALAYA	7000	MOREA	11000	Mar. 15
DEVANHA	8000	MARMORA	10500	Mar. 29
DELTA	8000	MEDINA	12500	Mar. 29
INDIA	8000	Through Steamer		April 12
ASSAYE	7500	MONGOLIA	10000	May 10
DEVANHA	8000	MACEDONIA	10500	May 24
CHINA	8000	MALWA	11000	May 30
DELTA	8000	MOOLTAN	10000	June 7
				SATURDAY June 13
				SUNDAY June 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

# LONDON

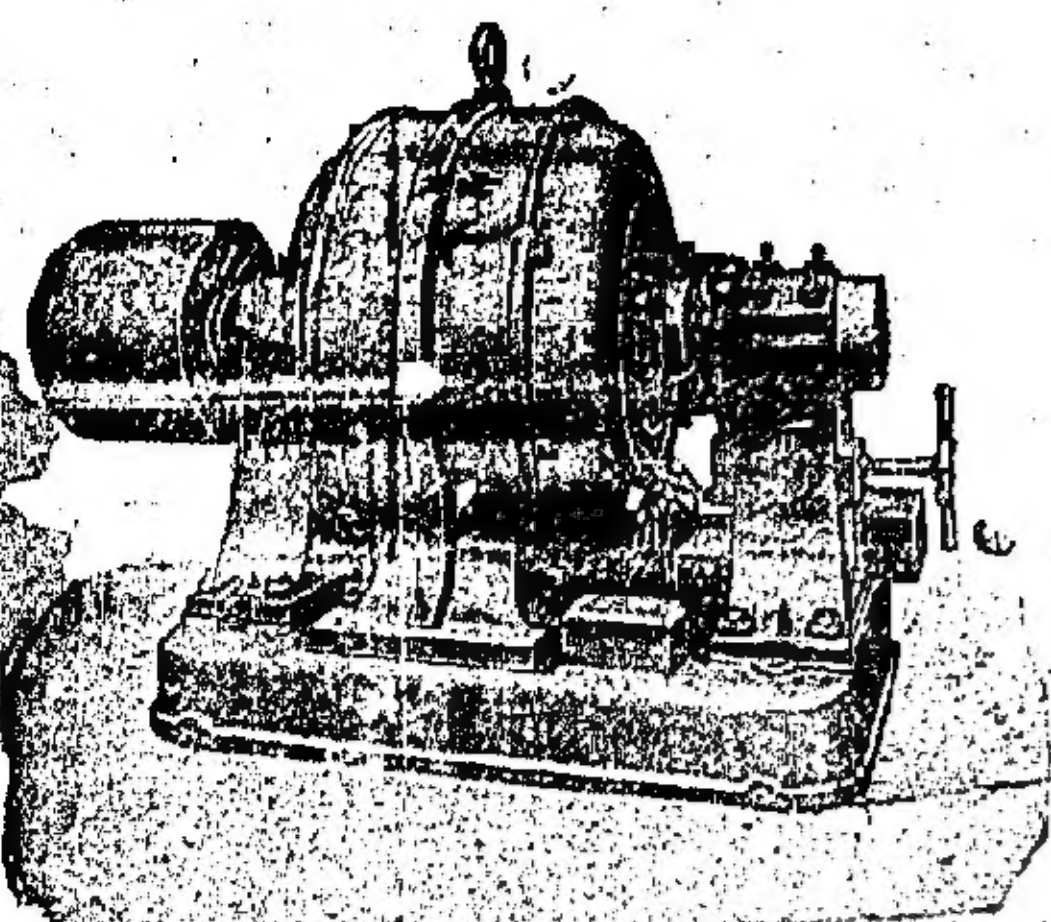
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVAHA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14



## HUGO C. A. FROMM.

ELEKTIZITÄTS  
ACTIENGESSELLSCHAFTTitan  
BERGERHOF  
RHLD.ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

Hongkong, 30th December, 1912.

[48-6]

## JOS. PANNES &amp; CO.,

KERFELD.

MERCERISED COTTON-YARN,  
ARTIFICIAL SILK.

Hongkong, 30th December, 1912.

[48-10]

SILK RIBBONS  
AND  
COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES,  
ELBERFELD.

Hongkong, 30th December, 1912.

[48-11]

## POST OFFICE NOTICE

NEW YEAR'S HOLIDAY.

The Post Office will be open to-morrow, from 8 till 9 a.m. only. There will be no delivery of ordinary correspondence and one collection of letters as on Sundays.

The Money Order Office will be entirely closed.

The *Dunlop*, with the French Mail, left Saigon on Friday, the 27th inst., at 6 p.m., and is expected to arrive here to-day.

The *Calcutta* is expected to arrive here to-day, with the remaining portion of the London Mail (via Siberia) of the 6th inst., and the Mail of Saturday, the 7th inst.

The *India*, with the English Mail, left Singapore on Sunday, the 29th inst., at 8 a.m., and is expected to arrive here on Friday, the 3rd January, at 7 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 27th November, and for despatch overland on the 3rd inst.

PORT	DATE	TIME
Port Courtist	Tuesday, 31st	9.00 A.M.
Shanghai, North China, and Japan via Moji	Tuesday, 31st	9.00 A.M.
Dalry	Tuesday, 31st	9.00 A.M.
Straits, Batavia, Samarang and Sourabaya	Tuesday, 31st	10.00 A.M.
Wellington, Okefio and Dalry	Tuesday, 31st	10.00 A.M.
Philippine Islands	Tuesday, 31st	10.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Tuesday, 31st	10.00 A.M.
Shanghai, North China, Japan via Moji	Tuesday, 31st	10.00 A.M.
Victoria, B.C., and Seattle	Tuesday, 31st	10.00 A.M.
Shanghai, North China, Japan via Moji	Tuesday, 31st	10.15 A.M.
NAOSAKI, HOKKAIDO, CANADA, UNITED STATES, SOUTH AMERICA, via SAN FRANCISCO (EUROPE VIA SIBERIA)	Tuesday, 31st	10.15 A.M.
Maeso	Tuesday, 31st	1.15 P.M.
Straits, and India via Calcutta	Tuesday, 31st	2.00 P.M.
Philippine Islands	Tuesday, 31st	3.00 P.M.
SHANGHAI, NORTH CHINA, AND JAPAN via KORE	Tuesday, 31st	3.00 P.M.
(EUROPE VIA SIBERIA)	Tuesday, 31st	4.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via MARSEILLES	Tuesday, 31st	4.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via MARSEILLES	Tuesday, 31st	5.00 P.M.
Fort Bayard, Haiphong, Pakhoi and Saigon	Wednesday, 1st	8.00 A.M.
Straits, Amoy and Foochow	Wednesday, 1st	9.00 A.M.
Straits, Amoy and Foochow	Wednesday, 1st	9.00 A.M.
Kudat and Sandakan	Thursday, 2nd	1.15 P.M.
Maeso	Thursday, 2nd	3.00 P.M.
Straits and Ceylon	Thursday, 2nd	3.00 P.M.
Shanghai and North China	Thursday, 2nd	5.00 P.M.
Straits, Amoy and Foochow	Thursday, 2nd	5.00 P.M.
Japan via Yokohama	Friday, 3rd	Noon

## For NEW YEAR.

We beg to Notify our Customers that Assorted Cases of Wines and Spirits suitable for the Festive Season can be obtained from us at Prices ranging from \$18 upwards.

## GANDE, PRICE &amp; CO., LTD.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

HONGKONG.

Telephone No. 135.

## COMMERCIAL.

## CLOSING QUOTATIONS.

December 30th.

ON LONDON	Telegraphic Transfer	2 7/8
	Bank Bills, on demand	2 1/8
	Bank Bills, at 30 days' sight	2 1/8
	Bank Bills, at 4 months' sight	2 1/8
	Credits, at 4 months' sight	2 1/8
	Documentary Bills 4 months' sight	2 1/8
ON PARIS	Bank Bills, on demand	262
	Credits, at 4 months' sight	267
ON GERMANY	On demand	212 1/2
ON NEW YORK	Bank Bills, on demand	50 1/2
	Credits, at 30 days' sight	51 1/2
ON BOMBAY	Telegraphic Transfer	154 1/2
	Bank, on demand	154 1/2
ON CALCUTTA	Telegraphic Transfer	154 1/2
	Bank, on demand	154 1/2
ON SHANGHAI	Bank, at sight	71 1/2
	Private, 30 days' sight	72 1/2
ON YOKOHAMA	On demand	100 1/2
ON MANILA	On demand—Pesos	101 1/2
ON CINGAPORE	On demand	89 1/2
ON ATAVIA	On demand	124 1/2
ON SAIGON	On demand	7 1/2 p.m.
ON BANGKOK	On demand	7 1/2
GOVERNMENTS, Bank's Buying Rate		\$50.50
GOLD LEAF, 100 fine, per tael		\$50.50
BANK \$12.75, per oz.		28 1/2

## SUBSIDIARY COINS.

Chinese	20 cents piece	\$5.45 discount
Chinese	10 "	\$5.95 "
Hongkong	20 "	\$4.00 "
Hongkong	10 "	\$5.85 "

## SHARE LIST.—QUOTATIONS.

HONGKONG, 30th DECEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850, sales
China Bank, Limited	60,000	\$12	all	\$1,200, 284
China Light and Power Company, Limited	50,000	\$5	all	\$9, buyers
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$2.90, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 121, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/4, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$77 1/2, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$56 1/2, buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$63, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 101
Green Island Cement Co., Limited	400,000	\$10	all	\$4
Hongkong Electric Co., Limited	60,000	\$10	all	\$25 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$64, sales
Hongkong Ice Company, Limited	5,000	\$25	all	\$200
Hongkong Ropes Manufacturing Co., Limited	60,000	\$10	all	\$19, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$270
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$145, buyers
China Traders Insurance Co., Limited	24,000	\$35.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$375, buyers
North China Insurance Co., Limited	10,000	\$25	\$5	\$135
Union Insurance Society, Limited	12,000	\$250	\$100	\$817 1/2, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$192 1/2, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$36, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Masochaply tot Myn. Rosch-on	25,000	Gds. 10	all	Tls. 72 1/2, buyers
Landbou exploitatie in Langkat				
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$3 1/2, buyers
Troch Mines, Limited	160,000	\$1	all	\$2 1/2, buyers
Heavwood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$4
Bank Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$11 1/2, buyers
Prak Tramways Co., Limited	50,000	\$10	\$1 1/2	\$1
Philippine Co., Limited	75,000	\$10	all	\$5
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$34, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$12 1/2, sellers
Dunlop Steamship Co., Limited	20,000	\$50	all	\$34 1/2
Hongkong, Canton & Maeso S.E. Co., Ltd.	80,000	\$15	all	\$28 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$88 1/2, 1/2 don
Shell Transport & Trading Co., Limited	2,500,000 def.	\$1	all	\$11 1/2, buyers
Star Ferry Company, Limited	33,000	\$10	all	\$35, sales
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8 1/2, buyers
Watkins, Limited	10,000	\$10	all	\$4, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6.10, buyers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gand, Price & Co. Ltd.	50,000	\$10	all	\$16
Societe des Papiers et Papieries de Tonkin	15,000	\$50	all	\$30, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$9 1/2, sellers
United Asbestos Oriental Agency, Limited	900 only	\$10	all	\$300
United Waterboat Co., Limited	100 shares	\$10	all	\$14, sales
Hongkong Tramway Co., Ltd.	325,000	5/	all	5/

## RUBBER.—Daily Wire

Para Rubber in London ... 4 1/2 per lb., sellers.

Loans. Amount. Value. Interest. Quotation.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 7 1/2 p. annum Par.

VERNON &amp; SYMTH, Share Brokers

## HONGKONG TIDE TABLE.

From 31st Dec, 1912 to 6th Jan, 1913.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Tues	31	h. m.	ft. in.	h. m.	ft. in.
		2 46	6 1	9 23	2 1
Wed	1	4 20	5 2	9 52	1 7
		4 16	5 4	10 13	2 6
Thurs	2	5 4	5 7	11 30	3 1
		5 47	4 9	10 5	3 0
Fri	3	5 45	4 2	10 44	2 4
		7 13	4 6	11 41	3 3
Satur	4	8 25	4 4	1 43	1 7
		7 1	7 0	0 20	3 6
Sund	5	9 29	3 3	2 30	1 3
		7 36	7 4	0 57	3 7
Mon	6	10 23	4 2	3 12	1 0
		8 11	7 6	1 32	3 7

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 30th.

Barometer	at 2 p.m.	at 6 a.m.	at 3 p.m.
30.76	30.30	30.26	
Humidity	55	64	61
Wind Direction	ENE	South	NE
Force	2	1	1
Weather	b	o	o
Rain	—	0.00	—

Highest open air Temperature on 29th ... 58

Lowest open air Temperature on 29th ... 47

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs HUNG CHEONG, Haiphong Road

Printed and Published by BERTHANIA. HALL for the

Central, Victoria, Hongkong; London Office, 1912.

A

NEW  
SHIPMENT

IN

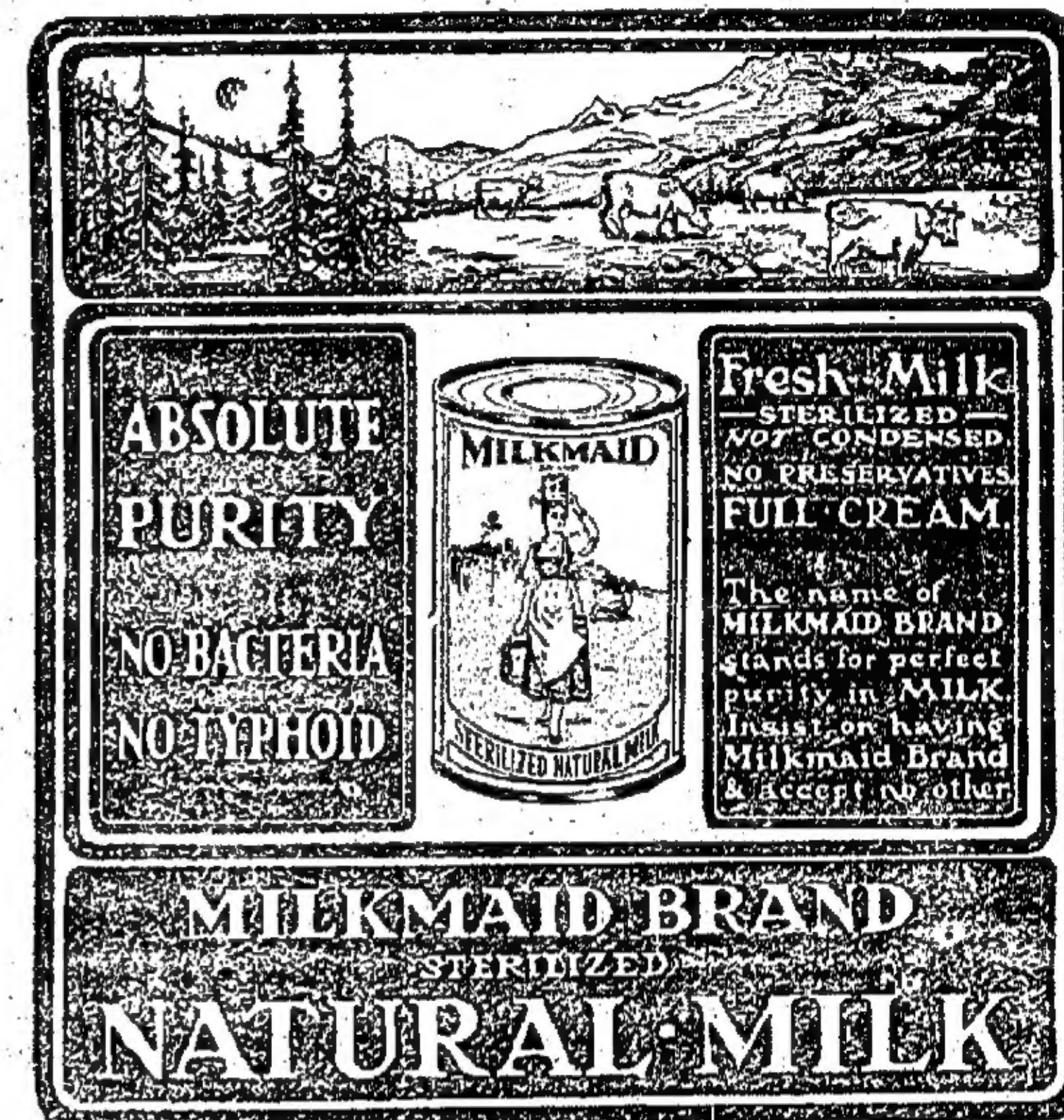
25<sup>s</sup> and 50<sup>s</sup>

AIR-TIGHT TINS

HAS

JUST  
ARRIVED.

[29]



From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

**Hall's Sanitary Washable Distemper**  
(Trade Mark)

makes beautiful washable walls.

It is applied with a white wash brush, disintegrates, and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two qualities for inside and outside work; sold and used by decorators everywhere.

Sample Shade Card and full particulars post free on application to

**W. O. JACK & CO., LTD.**  
14, DES VUEUX ROAD.

TO-NIGHT	TO-MORROW
9.15 p.m.—Mr. Edgar Warwick Presents "The Court-Cards," at the Theatre Royal.	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"Mrs. Warren's Profession," 12/25
9.15 p.m.—Bijon Scenic Theatres.	Saturday, 11th Jan.—
General Holiday.	3 p.m.—Allan Wilkie Co. at the Theatre Royal—"Twelfth Night."
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"School for Scandal."
	Monday, 13th Jan.—
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"Salome."
	Tuesday, 14th Jan.—
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"Taming of the Shrew."
	Wednesday, 15th Jan.—
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"Second"
	Thursday, 16th Jan.—
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"Candida."
	Friday, 17th Jan.—
	9.15 p.m.—Allan Wilkie Co. at the Theatre Royal—"The Liars."

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